

THE Hongkong Weekly Press

AND China Oberland Trade Report.

VOL. LX.]

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BIRTHS.

On 4th November, at Shanghai, the wife of THOS. J. ROCHE, of a son.
On 5th November, at Shanghai, the wife of THEO. RUFF, of a daughter.
On 7th November, at Shanghai, the wife of Captain HUGH MACKINNON, s.s. *Hsinfung*, of a daughter.
On 12th November, at The Den, Castle Steps, the wife of D. H. SILAS, of a daughter.

DEATHS.

On 5th November, at Shanghai, Mrs. HELEN S. MAYERS, aged 26 years.
On 12th November, at his residence, 5, Woodlands Terrace, FLORINDO DUARTE GUEDES, aged 58 years. Deeply regretted.

Hongkong Weekly Press.

HONGKONG OFFICE: 14, DES VŒUX ROAD CL.
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ARRIVAL OF MAILS.

The French Mail of the 14th ultimo arrived, per the ss. *Tourane*, on Tuesday, the 15th ult., and an English Mail despatched from London on October 1st via New York arrived, per the ss. *Arabia*, on Monday, the 14th instant.

EPITOME OF THE WEEK.

The Crown Princess of Corea is dead.
Mr. F. D. Guedes, an old Hongkong printer, died on the 12th instant.
Mr. C. Wedemeyer, a local resident, has been appointed Consul for Mexico at Shanghai.
The charitable society of St. Vincent de Paul raised about \$2,300 by means of the bazaar last week.
A proposal to change the old established tonnage scale at Bombay was defeated by a two to one majority.
The Penang Chamber of Commerce has reaffirmed its decision of 1902 in favour of registration of partnerships.
The Chinese troops in Kwangsi are ripe for rebellion. About 18,000 of them have drawn no wages for two months.
Java planters are rapidly forging ahead with tea cultivation, but they have still to cheapen the cost of production.
The two leaders dated 5th and 7th instant, appearing in this number, were unavoidably crowded out of last week's.
There was an assembly of Filipino exiles at Hongkong on the 11th instant. It was more of a social gathering than a political.
Chou-fu's modest refusal of the viceroyalty of the Liangkang provinces was disregarded, and he is now proceeding to take up the post.

The Chartered Bank got judgment at the British Court at Shanghai against T. C. R. Ward, for Tls. 4,775.05, on a bill of exchange.

Portugal has got the concession from China, to build a railway from Macao to Canton. The frontier question has also been settled with China.

The Hongkong Odd Volumes Society (lectures and debating) has secured the Governor for president, and is trying to extend its membership roll.

We delayed publication of the preceding issue, hoping to be able to give the judgment in the interesting contraband case. Its delivery was deferred.

The collision case at the Supreme Court, fully reported in this issue, raised no knotty point of law. It was a question of fact, and there was some hard swearing.

The native press at Canton urges that the construction of the new bund be handed over to the business people. They would do the work quickly, and keep it in good repair.

A band of Chinese pirates has commenced operations in the creeks of the New Territory, close to Hongkong. Some of their victims (junk men) are at the Civil Hospital, badly wounded.

There is a wild rumour being circulated to the effect that the editor of "Bradshaw" is going to make that famous railway guide intelligible. We await (with considerable doubt) confirmation.

The O. S. K. S. *Akashi Maru*, stranded off Formosa in June last, was refloated on the 20th ult.

The average mean temperature during October was 76.5; the highest was 85.1 on the 2nd, and the lowest 67.4 on the 31st. The rainfall during the month totalled 2.005 inches and we had 191.2 hours of sunshine.

A bogus branch of the Shanghai Y.M.C.A. at Shaohsing (Hangchow) recently produced quite a board of ill-gotten money for the swindlers. They got three hundred subscriptions. A foreigner is supposed to be implicated.

The Hongkong Steam Waterboat Company's annual meeting is next week. A dividend of seven per cent. is declared, making it 14 per cent. for the year. There is a bonus of five per cent. for holders of the old issue of shares.

There was something appropriate about the fact of the Hon. F. H. May, lecturing on "Irish wit" to the Union Church Literary Club on the 17th inst. The Colonial Secretary is Irish, and he is witty. He is Hongkong's best post-prandial orator.

Harmston's circus opened in Hongkong this last week, and is expecting to stay about a month. The tent is nightly packed with Chinese, who are amazed and delighted by most of the "turns." The show is also very popular with the blasé Europeans.

The rumour from Home that the so-called "Brodrick" cap is to be done away with has raised hopes at Hongkong that it may turn out true. The "cooky-German" headgear, for which Mr. Brodrick has pleaded not guilty, is quite prominent and hideous in Hongkong streets.

At the Sanitary Board meeting, Dr. Atkinson issued a warning that shipping people would do well to take note of. He had learned that some ships visiting the port were buying their water from Chinese junks, at cheap rates, and he announced that this water was being drawn from filthily polluted sources.

Hongkong lawyers are putting their heads together over a point of law arising from the pawnbroking Ordinance. It says articles pledged must be redeemed within three months; the ticket allows six. The question is, does the Ordinance mean three months from contract time, or from date of pledging? A pawnbroker's son had taken a ring during the second three months, and when the owner came to redeem it, the pawnbroker could not or would not deliver it.

The Interport cricket matches were favoured with glorious weather. Opening on the 12th instant, Hongkong beat Shanghai by four wickets and three runs. This brought Tuesday, when Singapore played the defeated team. At first Singapore looked like losing, but on Wednesday Shanghai had the mortification of another beating, losing the two innings match by 52 runs—233-231. Hongkong and the Straits finished just as we went to Press. The Straits won by 195 runs. On the first evening, Nov. 12th, the Cricket Club gave an elaborate garden fête, which was followed by a supper and a dance at the Hongkong Club. The Governor, in addition to inviting all the cricketers to the ball, had them up to dinner on the 18th. The festivities wind up with a smoking concert.

THE NEW PEAK TRAMWAY.

(Daily Press, 5th November.)

The Bill authorizing the construction of a Tramway to the upper levels with a terminus in the Peak district was read a second time on Thursday in the Legislative Council. The Hon. Sir PAUL CHATER, who introduced the Bill, explained the object of the measure, described the route it was proposed to take, and said that it would open up an entirely new district, and was not intended to come into opposition with the existing Peak Tramway. He pointed out, with great force and clearness, that the new line would be a boon to residents on all the upper levels in the centre of the city, who at present are absolutely dependent on the capricious and exacting chair coolie. The Hon. GERSHOM STEWART, in seconding the motion, also dwelt on this phase of the question, and expressed a very decided opinion that the new tramway would enable residents on the Caine Road, Robinson, and Conduit Roads, and in Queen's Gardens, to reduce the very heavy expenses involved in climbing to those levels. Both speakers were also sanguine that the growth of the traffic would very soon be sufficient to keep both lines fully employed; and Sir PAUL CHATER, dipping a little into futurity, predicted that two other tramways, one to Magazine Gap, and the other, from the western extremity of Bonham Road, up the slopes to High West, would eventually afford access to what will be the main residential district for the British and foreign population. No doubt this is looking a little far ahead, but, having due regard to what has already happened within the last twenty years, it is not, we think, at all unduly sanguine, provided, of course, that the commercial progress of the Colony receives no unforeseen and unlooked-for set back.

While we believe the residents generally will welcome the advent of another line of communication to the Hill District—both as supplementary to the present Tramway and as affording access to new and hitherto rather isolated districts—they will also, we are sure, concur most heartily in Mr. STEWART's remark on the working of the Peak Tramway Company. The line has been worked admirably for the past fourteen years, with the minimum of mishaps, most of which have been of a trivial character. The cars are comfortable, the permanent way thoroughly well kept, and the cables renewed with a frequency that leaves nothing to be desired. The stations are also improved from time to time, and the passengers' safety and comfort are carefully and conscientiously looked after. The Company's servants are civil and obliging, and strangers can always obtain information readily. There is indeed little that could be suggested to improve the existing arrangements, and it is only due to the management to say that any reasonable suggestion or well-founded complaint meets with prompt consideration. Several little suggestions made in these columns have indeed been adopted with an alacrity that evidenced the desire of the General Managers to promote the comfort and supply the wants of passengers. It is therefore sincerely to be hoped that if the Company desire to extend their line to the Queen's Road level—an improvement long sought but always considered to be impracticable—the Government and the Military Authorities will both unite to endeavour to overcome the difficulties that so obviously exist.

It must be admitted that if the new tramway starts from the bottom of Battery Path it will have a very dis-

Battery Path it will have a very distinct advantage over the old line, in summer at all events. And though this advantage would only be secured by a very considerable additional initial outlay, it would inflict a handicap on the old line unless the Peak Tramway Company can, by some means, manage to make their terminus on the same level. There are several methods of accomplishing this descent, but all of them present obstacles more or less serious. One would be to carry the line on an overhead track down Garden Road, and another to make a detour and, crossing the nullah at St. John's Place, to bring the line down the Grove on the east of Murray Barracks. This latter project, however, would remove the terminus a little distance east, but the distance would be more than made up by the facility of locomotion on the level secured. This matter will no doubt be discussed at length, and may possibly come up for consideration when the Bill comes on in Committee. His Excellency the Governor stated, for the information of Mr. STEWART, that the old Company had asked for permission to extend their line through Crown land to the Queen's Road level, and their request was under consideration, and His Excellency added that though their rights are peculiarly affected, the Company had not petitioned to be heard by the Council in connection with the new Bill. The fact of the old Company forbearing to oppose the passage of the new Bill should therefore be counted in their favour, and the Government and Council will, we hope, accordingly give to the application for extension a most favourable and attentive consideration. The Peak Tramway Company have deserved well of the community and should not be in any way penalised in their enterprise, while the public generally are greatly interested in the extension of the old line to Queen's Road.

THE NEGLECT OF IMPERIAL INTERESTS IN CHINA.

(Daily Press, 7th November.)

That the Chinese Government objects to the proposed sale of the concession of the railway from Canton to Hankow by the American syndicate which had engaged to make the line is apparently some proof of the revival of better counsels at Peking; and as such is well worthy of notice. That in the first instance this line should have fallen into American hands is an indication of the low condition into which the apathy, to use the mildest phrase, of successive British Cabinets had permitted Imperial interests in the Far East to fall. The protest of the Chinese Government, that in seeking to make it over to a Belgian syndicate, the American projectors were in point of fact transferring it to Russia, affords some hope that Government is at the eleventh hour waking up to a recognition of the true aims of Russia, and sees, however late, that the purchase of the line is only intended as the first step towards an occupation of China herself. There is no doubt that in protesting against the proposed sale China is really within her international rights, and we may well ask what steps the British Cabinet taking to back her up. The time has passed when any delicacy need be felt with respect to hurting the supposed feelings of Russia. That country has by her recent action in the Red Sea and the Pacific, and more recently in her conduct with regard to the fishing fleet in the North Sea, shown that she is

perfectly indifferent on such matters; and it ill behoves us, now that Russia has thrown away the last rag of concealment, to permit a feeling of mere sentiment to stand in the way. That Germany and Russia have at present any settled programme of common action we do not for a moment believe, but a fellow feeling, as the poet said, "makes us wondrous kind," and Mr. BALFOUR's indifference is certainly going a long way towards creating a closer understanding than at present exists. Unfortunately the case is complicated by the well-known proclivities of SHENG KUNG PAO. As eager for self advancement as the late LI HUNG-CHANG himself, SHENG is quite as indifferent to the interests of his country, and apparently as open to foreign blandishments. In this instance his influence is almost openly thrown in favour of the sale, and as he is still a persona grata with the EMPRESS-DOWAGER that influence cannot be neglected. Of late his enemies, and they are many, have been bringing certain charges against him, not easily comprehended by those unaware of the true cause, but to those acquainted with the position, these efforts to get rid of him are not difficult of explanation. Of all these factors the British Government displays an ignorance apparently founded on indifference, and seems to be wilfully throwing away the favourable opportunity of regaining much of its lost prestige now presented. It is true that in refusing to modify its treaty with Tibet at the suggestion of the reactionary party at Peking it has made an unenvied display of firmness; but that, satisfactory so far as it goes, is by no means sufficient, and very much more remains to be done. There is no reason to doubt that the protest against the treaty has been inspired from the Russian legation at Peking; and that the suggestion has been made that the British Government should under such influences be thought capable of retiring from the position once taken up affords an instance of the low opinion held in Peking of its stability of pose. Its late conduct in permitting the recent outrages on its flag to descend into the realms of diplomacy is but another proof, if such were needed, that the present head of the Government is incapable of grasping the real necessities of the position. As the mouthpiece of Imperial interests in China we have no disposition, as we have no right, to intermeddle with home politics, nor have we any right to criticise the acts of His Majesty's advisers except in so far as they concern those interests. The conduct of the Government as far as it relates to Russia, and therefore incidentally its neglect of Imperial interests in China, is one which cannot be passed over without criticism; but one thing depends on another. Had Mr. BALFOUR sufficiently apprehended the insult implied in the stoppage and intended confiscation of the Malacca, he would not have been called on to repress the cowardly murder of the fishermen on the home coast. Had he duly met and comprehended the petty intrigues of the Russian Minister at Peking, the Russo-Japanese war for the restoration of Manchuria would not have become necessary. In the present instance a well-devised protest against the scheme of SHENG KUNG PAO, backed up, as it undoubtedly would be, by the better intentioned section of the Chinese Government itself, could hardly be ineffective, and would block the road to further Russian encroachments. There are times when an unsheathed sword is a better peacemaker than the most cautiously worded despatch, and a good sword is just as effective in turning the balance as an equal weight of rubbish and palaver.

AN APPEAL TO THE GOVERNOR.

(Daily Press, 12th November.)

We had hoped that the questions asked in the Legislative Council, the protests made in the Press, and the repeated expressions of opinion, in public and in private, by members of the community would suffice to check the destructive onslaught of the head of the Afforestation Department on the carefully nursed plantations committed to his care. But it would seem that this is far from being the case. At the meeting of the Legislative Council held on the 3rd instant, the Colonial Secretary, replying to questions asked by the Hon. G. STEWART, in the absence of Mr. R. SHEWAN, said that the contract for felling trees and carrying away the wood had been let in two ways: in the first, payments are made in an indefinite number of small instalments as the trees are selected and marked for felling by the Forest Officers, about two-thirds of the estimated annual output having been sold in that way. In the second, a total pre-arranged sum is paid for all the mature trees in one block, about one-third of the fellings having been disposed of thus. Mr. MAY added that "two contracts were subsequently let without calling for tender, as the first contractor could not handle the whole of the work." From this it is pretty evident that arrangements for a very extensive massacre of the innocents have been made, and that large areas which have for years delighted the eye, conserved the water supply, and lessened malaria, will soon, like the hill slopes at Aberdeen, return to their ancient aridity. The general hope and feeling of residents was that His Excellency the GOVERNOR would see his way to modify the zeal of his subordinates even in so good a cause as the replenishment of the Treasury. Mr. MAY appears to have clung tenaciously to the project as one that would be a novel source of revenue, but Sir MATTHEW NATHAN, it was conjectured, would see it in the larger light, and not allow such sordid considerations to outweigh those more important factors of health, beauty, and sentiment which in the past prompted the rulers of the Colony to cover the brown slopes of this once barren rock with masses of foliage. It was natural, perhaps, that His Excellency should not like to in any way reverse the policy of his *locum tenens*, but it is necessary sometimes to revise even one's own opinions and reverse one's own acts. But the GOVERNOR so far has not seen fit to intervene and stay the deforestation which is so ruthlessly proceeding; we have not even an assurance that the green slopes above the City of Victoria, which so gloriously frame it, will not eventually be reduced to their virgin nakedness. Will not His Excellency give us some comfort on this head? Perhaps Mr. SHEWAN would not object to address a polite question calculated to elicit an expression of opinion from the Head of the Executive. The Colonial Secretary's replies, we regret to say, afford no satisfaction.

At any rate, with the prospect of a prolonged denudation of the hill sides before us, and a return to the pristine barrenness of the landscape, we would venture to ask Sir MATTHEW NATHAN to command a halt in this most unsightly and ignoble work, while inquiry is made into the question, from a forestry point of view, whether it is either necessary or desirable to destroy the forests after such a brief existence. We have no confidence in Mr. DUNN's dicta that the *Pinus Chinensis* should be felled on reaching maturity, and that such maturity is reached in twenty-five years. We believe that Mr. DUNN is merely theorising, and that he

knows very little about the local conditions. Where did he get his experience? Has he consulted his experienced predecessor, Mr. CHARLES FORD, I.S.O., who for more than thirty years laboured to accomplish what Mr. DUNN is lending all his energies to destroy? We think not; and we venture to predict that Mr. FORD would agree with us that the pine plantations are not yet at their zenith, that they should not in any case be felled *en bloc*, and that when the time comes for felling, it should be done only in the way of thinning, young trees being planted at the same time to replace the matured or decaying ones condemned. Mr. DUNN's apparently overweening anxiety to place his little Department in the ranks of the revenue-producing departments seems to be, in no small degree, responsible for this tree-felling craze. But Mr. DUNN should not be in a hurry. He has yet much to do and to learn, during which period his will necessarily remain a spending department. There are large areas on the island of Hongkong still unplanted, and miles of slopes on the hills in the New Territory which need his attention. There is also much scope for effort in endeavouring to find out suitable plants for production in the Hinterland; and the Botanic Gardens are not even yet beyond possibility of improvement. In the meantime the plantations can safely be left, the trees will continue to grow and improve, more especially if they are judiciously thinned, and the proceeds of the annual thinnings ought to go far to reduce the Afforestation vote. With regard to the \$33,000 set down in the Estimates as the probable amount to be realised from the sale of our young plantations, we beg to assure His Excellency the GOVERNOR that the community would regard this paltry sum as a most wretched offset for the destruction of the beauty of the island, to say nothing of the detriment to the rainfall, the elimination from the breezes of the delightful and health-giving pine odours, and the removal of the cover now afforded to the feathered songsters and the deer who frequent the forests. If it be necessary, the residents will be ready to put their protest in a more concrete form and present a petition on the subject for transmission to the Right Honourable the Secretary of State for the Colonies. But we have faith in the good feeling and common-sense of Sir MATTHEW NATHAN, and feel sure that His Excellency will order a suspension of the tree felling on the present lines before further mischief is effected.

INTERPORT WEEK.

(Daily Press, 14th November.)

Now, when so many minds are occupied with the interport cricket that was commenced last week, and that is being continued to-day, it is perhaps an opportune time to review the opinions that are beginning to gain ground with regard to the sporting proclivities of the Anglo-Saxon race. While the number of those who regard them as one of our better attributes is still enormous, the ranks of those crying in the wilderness are being augmented. From this quarter and from that, we hear it said that sport is demanding too large a share of the attention of our young men. When Mr. CHAMBERLAIN assures us that as a nation of shop-keepers we are being rapidly overtaken by rival firms, Mr. KIPLING, who has poetically expressed his esteem for the Man, tells us that there are too many "flannelled fools at the wicket, and muddled oafs at the goal." Lord WELLINGTON assured us that Waterloo was won on the playing fields at Eton, but

KAISER WILHELM II. reminds us that BLUCHER was never an Eton boy. Those who see something to admire in Colonel YOUNGHUSBAND's soldiers racing and sporting on the uplands of Tibet, and in—to bring things nearer home—the interport sports that are customary all over the English-haunted parts of the Orient, triumphantly recall to our recollection the old saw that sets forth the causes antecedent to Jack's becoming a dull boy. It is not so easy as some rash folk have thought it to index the truth of this matter. It is hard to adjust rightly the "wavering balance," however impartially it be held, for there is so much to be said on both sides. When Messrs. VERNON & SMYTH have to observe, as they did a week ago in their market report, that the "Shanghai Races have practically stopped business," and when we find so many Hongkong offices closing these present afternoons, all on account of thirty-three men hitting pieces of leather about with pieces of wood, there seems to be a *prima facie* case for the more commercially minded subject who grumbles. Lord KELVIN has stated that through dissipation of energy the physical universe is tending towards a state of absolute inactivity in which all energy will be transformed into uniformly diffused heat. He provides an opening for a pretty analogy to be made by those who would bewail our modern "athletomania." They may suggest that the dissipation of energy over mere games will tend to inactivity at the desk, and to a consequent diffusion of heat in the sanctum of the *taipan*. They could even follow this fascinating line of argument further, and remind us that although energy is indestructible, it may be wasted; that while it is indissolubly associated with matter (by students of natural science) it seems nowadays to be too much associated with matters that don't matter. But that would be to trifle; and Professor TAIT's remark that kinetic energy refers essentially to the movement of masses has little or no interest for the masses who move so unanimously to the rails of the race course and the grand stands of the sports fields. Recently we saw it postulated that "the luxury of the present day is having the same effect on the British Empire as it had on that of Rome, and though possibly far removed, in future its disastrous results will be the same. Then, as now, athletic pursuits held a prominent place, but when they ceased to be treated as recreations and became the absorbing topic of the day they hastened the catastrophe." This seems to us to be going much too far. The genius of our race must triumph, if not because of, certainly in spite of, our devotion to athletics. This plausible outcry at enormous "gates," which would be out of place out here, by the way, is not seen to be wholly justified when enquired into. It is clearly impossible that the congested thousands at Home could all play if they wished to, and who is to say that the mere observing of physical prowess, by focussing the ideal, does not ultimately help to conserve the real thing for succeeding generations? With this in mind, we could almost defend professionalism in sport, but that would not be profitable. In the East, those obsessed by cricket and football are mostly the men who take part; and we have never heard it seriously alleged that "football specials" and "cricket extras" are found smuggled between ledger covers, or that business suffers any real hurt by one young man occasionally turning from the calculation of dollars to the calculation of runs. We are not unwilling to believe, even, that these pessimistic prophecies at

Home have emanated from that *fin de siècle* spirit which prompts people to gird at established things. In any case, big as these "gates" have undoubtedly grown, it is still the case, in Hongkong and at Home, that more remain in the office than go to the field. So that prosperity does not take to itself wings, but is kept, by the plodders, "in the family." Wherefor, surely, we may well be satisfied, and smile indulgently at the men who are, for the credit of Hongkong, now contributing "beautiful drives for four," and taking wickets for next to no runs. We may even be excused for wishing them success.

A CHINESE REACTIONARY.

(Daily Press, 15th November.)

A pupil of KANG YU-WEI has written a book on "The Present Crisis" which appears to be about as reactionary as any writings that have lately come under our notice. He seems to have wilfully shut his eyes to the obvious lessons of the past half century, although he has not failed, apparently, to see what has been taking place in neighbouring countries. He writes in strong opposition to the granting of open ports, advises his nationals to have no railways but those they build themselves, urges the authorities to drive out the missionaries as BISMARCK drove out the Jesuits from Germany, advises them to dispense with all foreign officials, and in general espouses the shibboleth of China for the Chinese. He is against the open ports because they afford opportunities to foreign Governments to come in and grab territory. His attention ought to be directed to the striking case of Japan, who was compelled to open ports, and whose territorial integrity has been respected. He ought to be made to see why it is that there are no "spheres of influence" in Japan. The Japanese had possibly as great a prejudice against foreign visitors as the Chinese have, but they showed much greater wisdom in their treatment of them. They had the sense to bow to the inevitable, which the Chinese have not; and to make good use of the medicine whose taste they did not like. These open ports are China's medicine. She was very sick, and she needed it.

National integrity is a fine thing, just as individual liberty is, but the day has long since gone by when it could be allowed to assume a character detrimental to others. It is detrimental, of course, to another to be deprived of some privilege that ought in duty to be offered. The liberty of the subject is as sacred as ever, among foreigners, but it has had to be encompassed about by all sorts of legal limitations, which, instead of impairing it, as some have loosely thought, help to conserve it. The man who stands too much upon his individual liberty is generally a curmudgeon, and the society compelled to endure his presence has various right and proper ways of guarding against painful contact with his obtrusive elbows. China was a curmudgeon among the nations, and has been treated as one. The sooner she recognises that her neighbours are not merely land-grabbers, but civilized people willing to associate with her as they associate with each other, the sooner will her troubles be over. Instead of kicking against the pricks, as the ignorant rabble, the bigotted officials, and this particular pupil of KANG YU-WEI's are doing, they might do worse, than listen to the students returning from Japan on the subject of how that nation has turned to account the lore and offerings of the foreigner.

As for the railways, it is rather remarkable to find such a reactionary writer

agreeing that they are any good at all. He admits that railways there must be: only, "let us build them ourselves." That sounds fair, and the fair-minded foreigner is not likely to disagree with it. When and how do the Chinese propose to start making the railways that must be? We will look on and applaud. It is and has been long apparent that if this work were left to the Chinese themselves, China would be closed until the Greek Kalends, and the trade of the interior unattainable always. It has not actually been attempted, but there would be nothing unfair in using a little pressure to force railways upon China. It would certainly be no more unfair than the treatment of the British parent by the British Government. You must educate your children, he is told. If he pleads that he cannot afford it, very well, the Government will do it for him; but the child must go to school. The Chinese Government is the illiterate parent: these re-actionaries its truant children sadly in need of education.

With regard to the proselytising intruders, the writer's gracious concession that "there may be good missionaries among them" is too pretty to be spoiled by comment. His complaint that "America tries to get power by showing kindness and so getting the good will of the people" is another typically Chinese sentiment. The Good Samaritan feeding the starving cur—"Let us bite him," says the cur, "he is trying to win our good will." One of this writer's peroratory outbursts reads: "Be your own masters, and not mere shroffs and toadies to Western masters and rulers." If the Chinese were their own masters, if they, that is to say, could master their stupid passions and prejudices, cultivate a little more faith in human nature, and emulate some of the methods of these "Western masters and rulers," the "shroffs and toadies" might show more inclination to return within Chinese jurisdiction. But Peking is corrupt, the provincial officials are thieves, and all outside the "shroffs and toadies" are as densely stupid and ignorant as they were a thousand years ago. Therefore the more sensible, business-like Chinese continue to prefer their investments of money, brains, or energy under a rule that experience has proved honest to them. This they find in the foreign settlements, and so one way to spread those glad tidings—that an honest administration is a possibility, and not merely a Confucian dream—is to have more foreign settlements, or more open ports. But for the examples of those taken or granted, it is doubtful if any Chinese would yet have been brought to consider official honesty in the light of a possible policy as well as an ideal.

AN UNWANTED INDEMNITY.

(Daily Press, 16th November.)

Two or three weeks ago, there began to circulate in this part of the world statements that a large sum of money obtained from China in the form of an indemnity had been handed over by the British Government to the Yale University of America, because a Home missionary society had refused to accept it. As it seemed a remarkable circumstance that a missionary society should refuse money, and most people had forgotten what the indemnity was paid for, the paragraphs naturally gave rise to some speculation. The amount involved was about £3,400, and the occasion of its payment was the murder of two missionaries in August, 1902, at Chenchou in Hunan. The victims, the Rev. J. R. BRUCE of Australia, and the Rev. J. H. LOWIS, of

Cumberland, appeared to be unaware of their danger. According to the account in our files, they were repeatedly warned, and as repeatedly insisted that there was no cause for fear. There had been a very serious epidemic of cholera in the village, and a report was circulated to the effect that it was due to the distribution of poisonous medicines by the foreigners. Several hundred men went to the mission house, and cruelly beat the two poor fellows to death, afterwards looting their possessions. A German gunboat at Changteh came away specially to bring the news. Another report had it that the murderers believed the missionaries to have poisoned the famous spring at Chenchou, and that they talked openly for some days of what they were going to do. Mr BRUCE was dragged outside by the hair, and attacked with clubs, stones, knives, swords, "and torture." Mr. LOWIS was speared as he was escaping over the roof of a shed. The bodies were shockingly mutilated. Everything in the place that had a foreign appearance was then destroyed by the infuriated mob. They were somewhat surprised, it is stated, to find no poisons. The soldiers stationed near by did nothing to protect them, although a large camp adjoined the mission compound. The CHINESE had a bad record. Appealed to in 1900 for protection, he turned a deaf ear, or rather, he refused to do anything at all. The Rev. J. W. STEVENSON elicited the pathetic fact that the murdered men had several times said "Our trust is in God; there is no need to run away." He added, however, that when it was too late, Mr. BRUCE sent to the yamen for help. Afterwards, Mr. GILES went up, representing Great Britain, and had two ringleaders and six others beheaded. The lost and damaged property was made good. Several officials were cashiered in the November following, but to YU LIEN-SAN, the scoundrelly governor, who actually reported his understrappers as "deserving of punishment," nothing was done. By dint of strenuous representations, Sir ERNEST SATOW caused the commander of the native troops to be executed, a "precedent" which it was hoped would have a salutary effect, not only on the troops detailed to protect foreigners, but also on the mandarins generally. That, then, was the occasion of the indemnity since paid to Sir ERNEST SATOW. It now appears that the China Inland Mission has a sentiment and a rule forbidding the acceptance of such "blood money"; and that, as the relatives of the murdered men had not asked for compensation, they refused to take it. The British Government was placed in the embarrassing position of holding money collected from China for a purpose to which they thus found themselves unable to apply it. It is stated that the money was first offered to Nonconformist societies at Home, with the proviso that it be used to benefit the people of the province where the murders were done. The same mysterious scruple seems to have prevented its bestowal here also. The Yale Mission works in Hunan, and had the sense and good feeling to accept the trust. That, apparently, is the reason why the British Government has handed a British-got indemnity to a foreign institution.

The Governor has given his assent on behalf of the King to the following Ordinances passed by the Legislative Council:—Ordinance No. 15 of 1904.—The Imbecile Persons Introduction Ordinance, 1904; and Ordinance No. 16 of 1904.—To enable "The Trustees of John's Cathedral Church in Hongkong" to hold and deal with property for the purpose of promoting the work of the Church of England in Hongkong and China.

PALACE INTRIGUE AT PEKING.

(Daily Press, 17th November.)

How potent Palace influences still are in the Chinese capital is well illustrated by a story told in our Shanghai morning contemporary by a native contributor. A certain Foreign Minister having recently presented the EMPEROR and EMPRESS DOWAGER each with a suit of foreign clothing, the latter, who no doubt shares with all daughters of Eve an inborn curiosity and interest in matters touching apparel, wished very much to try on the dress presented to her. In pursuance of this expressed desire, Her Majesty was proceeding to her room to don it, when the chief eunuch of the Palace, LI LIEN-YING, suddenly dropped on his knees and kowtowed before her. The EMPRESS-DOWAGER, struck by this unexpected action, inquired the meaning thereof, when the eunuch promptly replied that it would "be degrading to the majesty and pomp vested in the person of the Ruler of the Empire to wear any clothes but those decreed by Her Majesty's Imperial predecessors." The EMPRESS treated the matter laughingly, and pooh-poohed the eunuch's objections, which she characterised as "womanish and lacking in intelligence"; but the eunuch was not to be thus put off. He went on banging his head on the floor with vehemence, and declared that he would continue the operation until he had scattered his brains out unless Her Majesty abandoned her intention of trying on the Western innovation. His pertinacity had the desired effect, for the EMPRESS eventually gave orders that her foreign dress should be carefully put up with her wardrobe; but she refrained from wearing it, laughingly remarking to her attendants that it was hardly worth any one's while to "smash his skull for a trivial thing like that." Even the iron-willed EMPRESS-DOWAGER is, it would seem, amenable to the menaces of a privileged servant like LI LIEN-YING. It is not stated whether the Emperor KWANG SU tried his gift on or not, but he would probably not come so closely in contact with the Palace major-domo.

The incident is trivial in itself, but it serves to show, as straws indicate the direction of a current, that Palace influences in Peking are still forces to be reckoned with. In all times, during both the present and past dynasties, the Palace has often practically controlled events of high political importance. Moreover, its influence has almost invariably been opposed to all change, and if a sovereign has at times risen superior to and in advance of his environment, great efforts, resulting in a cabal, not infrequently a conspiracy, have been put forth against the Ministers advising the monarch. The Emperor KWANG SU made a bold bid for freedom from Palace tyranny, but his effort was ill-timed and resulted in a signal defeat, fatal to his power and almost fatal to his existence. His Majesty was reduced to something less than a cipher; he was permitted to exist as a name, but was not allowed to reign, much less to rule. What will happen when the strong-minded and unscrupulous but admittedly able woman who at present holds the reins lays them down it is difficult to say, but it is unlikely that the Emperor KWANG SU will be given a free hand. There seems to be a tendency in the mind of the EMPRESS-DOWAGER towards a measure of progress and reform, and it is reported that she allows the recluse Emperor more liberty than formerly both of speech and action; but if he is restored to the supreme authority it is to be feared

that he will be hedged with such restrictions as will effectually impede him in any schemes he might cherish for a drastic reform in the administration. Unless His Majesty, on the decease of the EMPRESS-DOWAGER, breaks free from harem bonds, and in conjunction with a reforming Minister, establishes an entirely new order of things in the capital, it is in the last degree improbable that any sweeping measure of reform will be inaugurated, and it is much more likely that, weary of kicking against the pricks, the EMPEROR—who is not by any means a strong man—will quietly fall in with the views of those about him, and promote such small changes only as may seem likely to be accepted by the Grand Council. KWANG SU is not of the stuff that revolutionary reformers are made of. He has not the energy to persevere or the strength to bear down opposition. In the hands of a determined Grand Secretary he would prove a useful and pliant instrument, but he is incapable of carrying into effect his own projects of reform, much less those of another. It is therefore sincerely to be hoped that when the EMPRESS-DOWAGER gives place, a really enlightened and capable Minister may come forward who will be able to control the destinies of the Empire and at the same time prove to his Imperial master a guide, philosopher, and friend. Such a statesman has yet to be discovered.

THE KOWLOON FERRY SYSTEM.

(Daily Press, 18th November.)

Mention has been made recently from time to time in our news columns of the intention on the part of the Hongkong & Kowloon Wharf and Godown Company, in association with the Star Ferry Company, to divert the ferry traffic at Kowloon to a point further west. The decision originated out of a desire to keep the ferry traffic free from the inconveniences of the wharf work, and no one will dispute the fact that in the interests of the public safety this diversion of the traffic is exceedingly desirable. With this object in view the Godown Company some time ago effected an exchange of land with the Government and adopted a scheme involving not only the building of new ferry wharves, but also the demolition of certain of the Company's godowns in order to make a thoroughfare from the new wharves to Robinson Road. This work, we understand, involves an expenditure on the part of the Godown Company amounting to not less than \$125,000. Consequently it was with no little concern that the shareholders of the Company learnt from a paragraph which appeared in the *Daily Press* three weeks ago that a syndicate had been formed with the object of starting another ferry service in competition with that of the Star Ferry Company. While we may consider it scarcely likely that the competing service would be a remunerative one, as a war of rates would immediately commence, it would certainly have the effect of either indefinitely delaying the improvements about to be undertaken in connection with the present service, or indefinitely postponing the prospect of seeing any return to the shareholders for the \$125,000 about to be spent. Those who regard the question from this point of view must have read with unmixed satisfaction the announcement by Mr. RUMJAHN in the *Daily Press* of the 5th inst. that the proposed new service had been abandoned because the Colonial Government had imposed "additional stipulations" which in the opinion of the promoters would prevent the scheme becoming a financial success.

The fact that the Government entertained the proposal at all is, under the circum-

stances, a matter for regret. A company which undertakes to expend a large amount of capital on a public improvement such as the Wharf and Godown Company have in hand may legitimately look to the Government to secure them from a competition which, while it lasted, would render their enterprise absolutely unremunerative if it did not involve serious financial loss. As things are, we very much doubt whether the Company will see in the immediate future a satisfactory return for the exchange they have made with the Government and the expenditure the new work entails. Mr. RUMJAHN's syndicate proposed to work a service from Wardley Street to Kowloon Point, a service which, as the Government were well aware at the time they favourably received the proposal, would directly compete with the Star Ferry Company's plans and would inevitably delay the urgently desired improvements outlined above. In a war of rates the Star Ferry Company, backed by the Godown Company, would have a great advantage, for it has to be borne in mind that over 60 per cent. of the traffic is connected with the business of the Wharf Company. Though the complaint has frequently been heard that the first-class single fare (15 cents) is excessive, it may be pointed out that this is a charge which need only affect visitors to the port who will not see any hardship in paying that sum for the journey across the harbour. Regular passengers can obtain monthly season tickets at a cost of \$5, enabling them to cross and re-cross as many times as they like; while residents who have only occasional use of the ferry may obtain for \$2.50 a "punch-ticket" enabling them to make twenty-five trips at a cost of 10 cents each. For six or seven years past Chinese passengers have been carried by the Star Ferry Company at a cost of one cent each way. On the score of charges, therefore, there is really no room for serious complaint. No other Company, we venture to think, could carry on a remunerative and equally efficient service at lower rates. There is, however, another matter to be considered in connection with a ferry service, namely its advantages in the matter of assisting a much-desired distribution of the Chinese population. We cannot see that Mr. RUMJAHN's proposal would materially help in that direction, any more than the Star Ferry Company's service has resulted in creating a large workmen's centre in Tsim-shat-sui. Any Company which bases its hopes entirely on the creation and development of a traffic to Chinese suburbs is doomed to disappointment and failure. While touching on this subject, however, we may remind the public and the Government that if the Star Ferry Company has not done as much in that direction as may be desired they are not to be held entirely to blame. As a matter of fact publicity has long since been given to the fact that the Star Ferry Company have in view two circular routes, starting from Ice House Street wharf, one to run via Kowloon Point to Yaumati and back via West Point; and the other via Kowloon Point to Hung Hom (extending later to Kowloon City) and back to Wanchai. If the Government had fully appreciated its responsibility in respect of the overcrowding of the city and actively exerted itself to promote a distribution of the population, this circular ferry service, which would amply meet the requirements, would have long since been running. During the administration of Sir HENRY BUXTON the Company sought to come to some arrangement with the Government in regard to this extended service whereby they would

obtain relief from payment of Crown rent for the wharves if the returns showed no profits; but the Government would not hear of it, and so the scheme remains in abeyance.

We hold no brief for the Star Ferry Company or the Godown Company; our concern is entirely with the public interest. If any material advantage were to be gained by the public from competition with the Company we should hold that the Government would be justified in granting the necessary permission for it to start; but it is because we believe that a competing service would be to the public disadvantage that we think the Government has been well advised to impose such stipulations as to cause the abandonment of the new enterprise. The existing company deserves every consideration at the hands of the Government. It has provided a regular and highly efficient service, and is sufficiently enterprising to inaugurate any extension of the service which shows any reasonable prospect of remunerative return for the shareholders. A competing service, as we have said, would lead to a war of rates which would be ruinous to both companies; and when the weakest withdrew the other would probably be so impoverished as to impair the efficiency of the service and to indefinitely postpone any new developments that might be in contemplation or that new circumstances might demand. In the meantime we should have the dangers of navigation in our already over-crowded harbour greatly increased. Therefore we say that in the best interests of the public it may be hoped that the Government will give such security to existing interests as will warrant the Company in actively forwarding their present plans, and we venture to think the public interests would be served if the Government acceded to the very reasonable request made in respect of the circular service; for the distribution of the population is an object which the Government should actively promote, and it is not unlikely that what they might now lose in Crown rent from wharves they would presently save in expenses on account of sanitation.

LI HUNG CHANG'S LAST LETTER.

(Daily Press, 18th November.)

The letter said to have been written by LI HUNG-CHANG a few weeks before his death, a summary of which we reproduced from the Times in our issue of yesterday, appears to have been a most characteristic one. It is characteristic, not only of the deceased statesman, but also of that combination of astuteness and moral obliquity which we have learned to expect from the Chinaman of affairs. It is a most extraordinary document in every way, and as the Times claims to have received the resumé from "a trustworthy source," it is sure to occupy a large share of public attention at this time. LI HUNG-CHANG, writing on September 30th, 1901, to YUNG-LU, then a most influential adviser of the EMPRESS-DOWAGER, is said to have sneered at the short-sightedness of the Chinese officials who were uneasy because of Russia's encroachments in Manchuria. The wily old man was certainly not of those whom he despised for being "unable to look into the future." He reasoned that the Russian occupation of the Manchurian provinces, effected under cover of the Boxer movement, would not be allowed to continue without a strong protest from outside. His policy—he refers to it in the letter as "my principles," or it is so translated—was to

let the Russians alone, to leave them in possession. "In that case," he is reported to have written, "friction will arise between Russia and Japan on the frontiers of Corea, and a conflict is bound to break out between the two rival Powers." How well his careful study of the methods and motives of the foreigner had enabled LI HUNG-CHANG to prophesy, has in less than three years been demonstrated. It is impossible to withhold admiration for his subtle wisdom, which, in less exalted cases, could be described as cunning, but in him, as a diplomat and statesman, requires more respectful phraseology. He felt that it would be "difficult" for China single-handed to recover possession of the pilfered territory, but, according to him, no serious harm would be done by playing a waiting and a watching game. The Southern Viceroy, he wrote with a fine contempt, had no knowledge of the diplomatic situation, and he begged YUNG-LU to take the greatest pains to prevent their representations reaching the Empress. His scheme was to wait for the Russo-Japan war, which he saw would then be inevitable, and to watch its progress. If Japan should lose, China was to side with Russia, "and help them to crush the Japanese, thus establishing a claim upon Russian gratitude." Russia, he thought, while retaining Corea for herself, would restore Manchuria to China. Here, perhaps, is the weakest link in his chain of reasoning. Supposing Russia had gained a sufficient advantage over Japan to warrant China in climbing down from the fence, it is not very likely that the conqueror would have given much credit to China for subsequent results. Russian prestige would hardly have been improved by any sort of admission that China's help had been required to defeat an Asiatic army. Being thus unable to recognise any cause for gratitude, it would have been a forlorn hope to expect Russia to show any. It is rather curious to find such a crafty old cynic expecting such a virtuous quality to become a likely factor of events he wished to come about. That we do not misname the deceased Chinaman should be apparent when we quote the remainder of his scheme. Supposing, as it has now turned out, Japan should prove to be the stronger side, he was prepared to turn round and "help them to drive the Russians out of Manchuria." "Thus," he concluded, "we shall get back Manchuria without any grave risks." He had evidently taken to heart the esoteric meaning of the saying of the Taoists, that "the goodness of water is beneficial to all things, and that without struggling." His people were to flow placidly along between the two dams, Russia and Japan, until one of them should break, and then—to pour like an overwhelming flood in the direction desired all along, their own fair level of Manchuria. The happenings of the last nine months seem to show that even this wisdom might have been bettered. Without stirring hand or foot, or spending a single tael, China should presently come to her own again. To hold it, however, there must be a continuance of a like passive policy, of floating with the stream. Put that way, the programme should appeal to the somnolent Celestial. It is, however, doubtful that it will so appear to him. There will still be the desire to seclude and seal up the regained provinces, and Japan will not be minded to submit to that. The only way for China to get is to give. She will retain most surely by relaxing her vain struggles against the tide of trade that is flowing in upon her as bees fly to flowers, coming for the honey, and in the acquiring thereof, doing that

which directly assists productiveness and growth in the flowery kingdom.

HONGKONG SANITARY BOARD.

A meeting of the Sanitary Board was held on the 15th inst. in the Board Room. Dr. J. M. Atkinson presided, and there were also present Hon. A. W. Brewin, Mr. E. A. Hewett, Mr. A. Rumjahn, Dr. P. Barnett, Hon. P. N. H. Jones, Col. W. J. Webb, Mr. H. E. Pollock, K.C., Dr. Macfarlane, Mr. F. J. Bodeley, and Mr. T. H. Hanmer (secretary). The minutes of the last meeting were confirmed.

THE PLAGUE.

The members were supplied with copies of "A Research into Epidemic and Epizootic Plague," a useful volume by Dr. Hunter. It was stated that a resumé of part of the report dealing with food, has been inserted in the Chinese newspapers of the Colony.

SANITATION AT ABERDEEN.

Dr. Barnett in a minute recommended that the nightsoil at Aberdeen be conveyed to a depot on the foreshore at Sha-wan. He wrote asking the Board to make an order for the Conservancy contractor at Aberdeen to convey the nightsoil to a depot on the foreshore at Sha-wan about 1,000 yards from Aberdeen under clause 12 of his contract. The present depot was, in his opinion, too near the village. The charge should not increase the expense to the contractor, as he had a boat to convey the nightsoil from Aberdeen.

The PRESIDENT moved, and Mr. JONES seconded, that the Board make the spot a depot. The motion was agreed to.

THE CONDITION OF A LATRINE.

The ASSISTANT MEDICAL OFFICER reported re the condition of a latrine at the upper end of Ship Street, that it was in a clean condition.

Mr. RUMJAHN stated that the water service was not laid on at the latrine, and the water which was used for washing it was used by the people for other cleansing purposes, as well. He thought all latrines should have a water connection, and did not understand why this particular one was left without it.

Mr. POLLOCK asked whether latrines were usually connected with the water service.

Dr. ATKINSON replied that they were. It appeared from the Medical Officer's report that the place in question was clean, and he did not think the matter so serious as Mr. Rumjahn reported. It was visited every day by the district inspector, and at different times by the senior inspector.

Mr. HEWETT: With regard to this latrine, I visited it in the hottest part of the year, and must say it is one of the best I went into.

Mr. POLLOCK moved that the water service be laid on to the latrine.

Mr. RUMJAHN seconded the motion, which was carried.

CHOKED SURFACE CHANNEL.

Occupants of certain houses in Wong-nei-chung petitioned the Board with regard to a nuisance caused by the surface channel at the rear of their premises being frequently choked. It was decided to refer the matter to the Public Works Department for consideration.

EXTERNAL AIR.

Messrs Leigh and Orange made application on behalf of Mr. Loo Lum Tung, owner of No. 180 and 182, Queen's Road Central, for permission to count the yard space in the rear of the above premises as external air for the top floors only.

The MEDICAL OFFICER recommended the granting of the application.

The PRESIDENT moved and Mr. POLLOCK seconded that the application be forwarded to the Government for sanction. The motion was agreed to.

A SCAVENGING QUESTION.

Further correspondence was read with reference to an application for exemption from the provisions of a public scavenging lane to house No. 354, Queen's Road Central, under Section No. 180 of the Public Health and Buildings Ordinance No. 1 of 1903. The engineer in chief of Buildings Ordinance reported that the objections to the lane being opened from

the other end of the block were that practically all the basements of the Lascar Row houses were part of the Queen's Road houses, the portion immediately under Lascar Row being cut off from communication with the upper portion of the house, consequently the Lascar Row occupants could not use the lane if it were formed: that the total depth of property between Queen's Road and Lascar Row was so shallow as not to require such a lane, and even if the lane were desirable it was not feasible to carry it out at present and he advised that the Board reconsider their decision. Mr. Rumjahn minuted that a scavenging lane should certainly be inserted if it could be made continuous, otherwise public money would be only wasted in compensation for the lane.

Mr. JONES said he had gone thoroughly into the question, and there was no possibility of the lane being made right through.

Dr. ATKINSON moved that the exemption be recommended.

Colonel WEBB seconded the motion, and it was agreed to.

FAMILY OR TENEMENT HOUSES?

Correspondence from Mr. Rumjahn, relative to recent prosecutions for failing to limewash certain houses in Tai Hang village, was read.

Mr. RUMJAHN stated that the houses in question were family houses, and the residents had been fined for failing to limewash them, which operation was only required in the case of a tenement house.

Dr. ATKINSON: The Magis rate has already decided that they are tenement houses.

Mr. RUMJAHN:—The Inspector did not explain to him.

Mr. BREWIN was surprised that the Inspector should have dreamt they were tenement houses. He had been through them. They were perfectly clean and not in need of sanitary provision. He felt quite sure the Inspector had made a mistake.

Mr. HEWETT: Would it not be advisable to make some definite rule with regard to family houses? When we find two or three generations of one family living together, it is clearly a family house. The inspectors should be instructed in the case of a family house not to enforce the law.

Mr. RUMJAHN: The people told me that Inspector Lyon had never visited the places to find out whether they were family houses. He (the Inspector) had simply made out his applications, issued summonses and got them fined. He maintained that it was the Medical Officer's duty to inspect such summonses.

Dr. ATKINSON said it was not the case that the Inspector had acted on his own initiative. No prosecution was taken out unless counter-signed by the Medical Officer of Health.

Mr. POLLOCK: Probably the difficulty will be obviated in future if the attention of the Inspectors is especially directed to the fact that limewashing is required only where a building is occupied by more than one family.

Dr. BARNETT: That has already been done. There are 154 tenement houses less this year than last, which shows that the Inspectors do find out a certain number.

Mr. RUMJAHN asked what about the fines inflicted. Seven dollars was a large sum to the people in question.

Mr. POLLOCK thought the proper course would be for the people to petition the Government.

Mr. BREWIN: After the illegal action brought to its notice, I do not think the Sanitary Board should sit quietly down and tell these people they are at liberty to petition the Government.

Dr. ATKINSON: No illegal action has yet been proved. Mr. Rumjahn has made certain statements, given wrong addresses, and now gives correct addresses. A report can be made on his further statement. Hitherto the Board's officers had acted according to their instructions.

The attention of Inspectors is to be drawn to this matter, and a further report is to be furnished.

MORTALITY STATISTICS.

The following statistics are for the week ended 29th October, death rate per 1,000 per annum:—

British and foreign civilians.	15.5
Chinese land population	2.4
„ boat population	19.8

LIMEWASHING RETURN.

The limewashing return for the fortnight was laid on the table. Some 1,512 houses containing 4,322 floors were cleansed in districts from one to twelve.

RAT RETURN.

During the week ended 7th November 722 rats were caught, of which nine were found to be infected. During the following week the total catch was 623, and nine of these were infected.

WARNING TO SHIPS.

Dr. ATKINSON: I may mention to warn shipping people that it has come to my knowledge that Chinese junks are supplying water to shipping in the harbour from a place which the medical officer visited, and thinks is very liable to pollution. The name of the place is Tai-tung-tong, close to Lyemun. These junks supply the water cheaper than the company which already supplies water, and some large ships have been known recently to be supplied from this source. The report of Dr. Macfarlane shows that the main source of pollution is from the small Chinese vegetable gardens scattered along the course of the stream, which are manured in the usual Chinese manner. He recommends that if the water is still to be used for drinking, these be removed.

Mr. HEWETT thought it very necessary to put the public on their guard, and recommended that the report be published.

Dr. BARNETT said this was not the only bad source of supply. Practically the only safe one was the mains of Hongkong.

Mr. RUMJAHN thought the water boats had great difficulty in getting Tytam water. The Government should not allow one company to supply ships, but competition should be encouraged, and every facility given the junks to get filtered water.

Dr. ATKINSON said it was always possible to obtain Tytam water on this side of the Island on application to the water authorities.

In reply to Mr. Hewett, Dr. Atkinson stated that ships could get water at 50 cents per 1,000 gallons.

SUPREME COURT.

Tuesday, 8th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH (PUISNE JUDGE.)

LIEUT. LUMSDEN, R.G.A., v. H.K. AND KOW-LOON WHARF AND GODOWN CO.

In this case the plaintiff sued the defendant company on account of personal injuries and damage to clothes caused by alleged negligence on the part of employees of the defendant company. A collision had occurred near the Kowloon Ferry landing, on the 6th ult., between a ricksha in which the plaintiff was riding and one of the company's cargo trucks.

Mr. E. J. Grist, solicitor (of Messrs. Wilkinsons and Grist), appeared for plaintiff; Mr. H. W. Loker, solicitor (of Messrs. Deacon, Lookert and Doonan), for the defendants.

Mr. Grist said it was an action brought against the defendant company for \$200, in respect of damage and injuries sustained by the plaintiff being thrown from a ricksha on the 6th October: plaintiff had sustained injuries, shock to nervous system, and damage to clothes. At about 3 p.m. on the day mentioned the plaintiff was proceeding towards the Ferry, when the ricksha he was in was run into by a trolley pushed from the wharf towards the godown. The wheel of the ricksha was broken; and the plaintiff was thrown to the ground. He (plaintiff) sustained a badly sprained wrist, cut hand, cut knee, nervous shock, and damage to clothes. The plaintiff had written to the Company stating these facts; also explaining that his ricksha had been going slowly while the truck was going very fast indeed; he thought \$250 reasonable compensation. In answer to this letter the Company replied that the truck coolies in question, and their foreman, had been fined. They considered the ricksha coolie to

blame; he must have been going at a great speed, more than an ordinary speed. They were willing to pay any damage to clothing and doctors' bills incurred by the accident, but he could not claim anything for nervous shock. After some further correspondence an action was commenced. The plaintiff contended that the truck men took no steps to see that the road was clear, and that it was driven at a great speed.

His Honour—What was the actual damage?

Mr. Grist—\$20 damage to clothes; \$24 in a golf pool competition, for which plaintiff had subscribed \$2; a sprained wrist and the other personal damage he received. The defendants are prepared to admit that the place is a public thoroughfare.

His Honour—Is that so?

Mr. Looker—Yes.

Lieut. Lumsden gave evidence. He bore out Mr. Grist's statement; and had a witness, Lieut. Macdonald, who was riding to the ferry on a bicycle at the same time. The ricksha was going very slow under his instructions: the ferry was only approaching the wharf. The wharf was so lumbered with merchandise that he did not see the trolley till the ricksha was a couple of yards from the rails. The ricksha coolie did all he could have done under the circumstances. Lieut. Macdonald picked him up. There was no other white man in sight, and the coolies had gone.

Cross-examined—As he was coming along the road he was on the lookout for trolleys, but could not see very far along the course as after about ten or fifteen yards his view was blocked by a ship. There were about ten coolies pushing the truck. There were neither coolies nor a white man in sight when he was picked up by Lieutenant Macdonald. He had told the ricksha to go slow: that was his practice.

Mr. Grist asked witness the nature of the injuries he had sustained.

Witness said that his left wrist was sprained, his thumb injured, he had three cuts on the palm of the left hand, in addition to which his left knee was badly bruised. He also received a severe shock to the nervous system, while he utterly spoiled the suit of clothes he was wearing at the time. His left hand was practically useless for a fortnight.

Mr. Looker said it was not a question of personal injury. They had offered in their letter to recompense the plaintiff for medical aid and had expressed regret for the accident. It was simply a question of law. He alleged contributory negligence on the part of the ricksha coolie.

His Honour pointed out to Mr. Grist that it was necessary to prove negligence on the part of the defendants.

Mr. Grist said he intended doing so.

Lieut. Macdonald in the main corroborated the statements of the plaintiff. He was riding about a yard and a half ahead of the plaintiff when the timber trolley was rushed along. It was with the greatest difficulty that he escaped running into it. The ricksha coolie pulling the plaintiff could not have avoided the collision. The trolley coolies were going at a run, while the ricksha coolie was merely walking. A travelling crane, and a number of stationary trolleys laden with packages, obscured the view of the truck.

Mr. Looker:—I suppose the ricksha coolie did all that was right and proper, and the trolley coolies did everything they should not have done?

Witness:—Yes.

Mr. Ralph Packham, outdoor superintendent in the employ of the Godown Company, gave evidence as to the system of the coolies when working.

William Clarke, an overlooker, said that the coolies who pushed the offending truck had been fined by the management. That was to make them more careful.

A number of coolies who had been engaged in pushing the truck were called and all denied that they used undue strength in propelling same. One said they could not have done so, as the load was too heavy. Another declared that the watchman called out to the ricksha man. He and the other coolies with the truck also shouted to him to stop, but he was coming along at a great pace. The men on the truck tried to pull back their burden, but it was much too heavy for them to do so in time to avert the collision.

The case was adjourned.

Thursday 10th November.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH
(PUISNE JUDGE.)LIEUT. LUMSDEN v. H.K. AND KOWLOON
WHARF AND GODOWN CO.

The hearing of this case was resumed.

Mr. Looker, for the defence, said the plaintiff's duty was to prove beyond reasonable doubt that there was negligence on the part of the defendants. He quoted several cases, and sought to show that the Legislature having sanctioned the use of trucks on a public highway, it was the duty of the public, for instance, to get out of the way of passing trams.

His Honour remarked that it amounted to an authorised nuisance, for there could be no doubt that trucks on a public highway constituted a public nuisance.

Mr. Looker admitted this. He said it must be taken that the Legislature in authorising the use of trucks on a public highway presumed that the nuisance would cause a certain danger to the public. He spoke on the principle of identification, and argued that when a passenger engaged a ricksha he identified himself with the puller. Rickshas were all pulled by Chinamen, who only knew Chinese. He thought he might truthfully say that the majority of those who used the rickshas did not understand Chinese, so that their only way of indicating their wishes was by signs or the use of simple expressions. It was the universal practice for the drivers, however, to control the rickshas, particularly in the direction in which they were going. In fact, they had the general control. In the present case, the plaintiff told them very clearly that when he came round the corner of Elgin Road he told the coolie to go very slowly, as there was no difficulty in catching the ferry, which was just coming in, and he did not want to run the risk of being run into by a trolley. When he did that he at once assumed the entire control of that ricksha for his own safety. Apart from the general principle of the plaintiff, by his own act, identified himself with the accident, and it was peculiar to note that the particular act was to prevent himself being thrown out. He would therefore suggest that there was undoubtedly contributory negligence on the part of the ricksha coolie. The coolie undertook the risk of running across this track, and was in the main responsible for the accident. He laid stress on the fact that the watchman and the coolies pushing the truck called upon the ricksha-man to stop, and that it was stated that he (the coolie) could have stopped had he desired to do so. Had Lieut. Lumsden been keeping a proper lookout, he would have seen the trolley coming, and it was obviously the duty of both the plaintiff and the coolie, knowing the frequency with which trollies crossed the road, to proceed at such a rate—the ship blocking the view—that the vehicle could be pulled up without the slightest fear.

Mr. Grist, for the plaintiff, argued that it was impossible to imagine that a man engaging a ricksha could be assumed to have control over the coolie. If the coolie on his journey deliberately ran into something how could the passenger be held responsible? It could never be upheld that the coolie was under the passenger's control at all. It was the same as a man taking a hansom cab at home. Could the fare reasonably be supposed to have the control of the driver beyond directing him which way to turn, etc.

His Honour finally said he would deliver a written judgment at an early date.

Monday, 14th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE),
AND CAPT. HON. BARNES LAWRENCE
R.N. (NAUTICAL ASSESSOR).

N. D. L. S.S. "WONGKOI" v. B. I. S.S. "UJINA."
This was a consolidated action between the Norddeutscher Lloyd S. N. Co., as owners of the British India s.s. *Wongkoi*, and the British India S. N. Co., as owners of the s.s. *Ujina*.

The Hon. E. H. Sharp, K.C., instructed by Mr. Gedge (solicitor, of Messrs. Johnson, Stokes and Master) appeared for the N.D.L., and Mr. M. W. Slade (barrister), instructed by Mr. John Hastings (solicitor), for the B. I. S. N. Co. The Norddeutscher Lloyd claimed judgment for the damage occasioned by the collision and costs; a reference to the Registrar, assisted by merchants, to assess the amount of damage; and such other relief as the case might require.

The B. I. S. N. Co. counterclaimed the condemnation of the plaintiffs in the damage caused to the *Ujina*, and also costs of the actions; to have an account taken of such damage with the assistance of merchants; and such further relief as the case required.

The Hon. E. H. Sharp (with reference to His Lordship having received an application for the *Ujina's* evidence to be taken first, it being more convenient for the witnesses) said, that this was now unnecessary, as the *Devunongai* arrived from Bangkok on Sunday with the *Wongkoi's* witnesses.

Mr. Slade said that as the arrangement had been made they would do better to proceed with his witnesses. He was not prepared to cross-examine the other witnesses.

His Lordship opined that it would be better to take the *Wongkoi's* witnesses; why reverse the parties? What did Mr. Slade mean by not ready?

Mr. Slade said he had not been through the log books. He had only four urgent witnesses.

Hon. E. H. Sharp objected, but His Lordship said he had no time to waste, and the case was proceeded with, the *Ujina's* witnesses being taken first.

J. Chivers, chief officer of the *Ujina* when the collision occurred, gave evidence:—At the time the *Ujina* was coming from Singapore to Hongkong. Her gross tonnage is 5,310; nett 3,426. There was about 8,000 tons deadweight of general cargo and bunker coal on board at the time of collision. The vessel is 420 feet long overall; nominal h.p., 290. Her ordinary full speed is about eight knots. She is a single screw steamer. On the 3rd August we first of all observed the *Wongkoi* coming up astern of us, overtaking our ship. This would have been between five and six o'clock in the afternoon. She passed us well outside Green Island, probably five or six miles south of it. She was proceeding towards Sulphur Channel. When she passed through Sulphur Channel we lost sight of her. She was then approximately about a mile ahead of us, possibly more. We stood on the course till reaching Sulphur Channel, and then passed through. I was on the fore-castle head then at my station. After passing through the Channel the course may have been altered, but I do not like to give evidence on that point as I was forward. I did not see the *Wongkoi* any more to know it till, after I was told that it was the *Wongkoi* we had collided with. A few minutes later I saw the signal lights of the steamer with which we collided, and thought she was proceeding out of the harbour on a westerly course. I saw what I took to be two white mast-head lights and a red side-light. When I first identified them they were about two points on our port bow. After this the light drew ahead a bit. It is exceedingly hard to give an estimate of how far the lights were off; I should say half a mile. The night was dark and the hull of the ship could not be seen at all. I received an order to stand by the starboard anchor, almost simultaneously with the lights drawing ahead. I simply stood by; it being stations everything was ready; I had only to release the pin from the tumbler. Soon afterwards—about a minute—I received the order to let go the anchor. I promptly let it go, there being no hitch. I then saw that we were close down on the other ship; immediately before this my attention was taken up with the anchor. Hoping to check the ship's way I allowed fifteen fathoms of chain to go out, and then applied the break. This was the utmost chain I could afford to pay out, as we were close down on the *Wongkoi*. We then struck the other ship on the starboard quarter. We backed out from her; I received orders to heave up anchor, as we were going to another berth. I saw that we had struck her on the starboard side, and I think she was heading in an easterly direction. I do not know how we were

heading, and cannot therefore say how she was heading. I may say that from the time I got the order to stand by my attention was so taken up that I did not notice any lights on the other ship; I was mostly facing the bridge. I expected that we would hit the other ship, in the event of a collision, on the port side, as when I last saw the signal lights the *Wongkoi* had her port side to us—at least that was the inference.

Mr. Slade suggested that the lights might have been on the wrong side.

Witness (continuing)—I did not notice the other ship's mast-head lights after the collision. I was busy heaving up anchor and examining our own damage. I do not know if the other ship was at anchor. I do not know what way our ship had on. She may have been going half-a-knot or less. Our stem (steel ship) was twisted around to starboard, and our bow plates were buckled. The ordinary anchor lights of a ship with her head to the east, supposing there was also the addition of a red side light, would lead one to believe that the anchor lights were mast-head lights, and the ship was proceeding on a westerly course.

His Lordship—You saw mast head lights?

Mr. Slade—Our case, My Lord, is that the *Wongkoi* was at anchor. As soon as she dropped anchor she took in her side lights, and in taking them in put the red light down on somewhere where it showed across the ship, and that is what we saw and took to be the steamer's red light, and thought the vessel to be under way.

Witness continued—They turned out afterwards to be anchor lights. The light to the left was the lower of the two. The foremast masthead light should be the lower of the two, but the after anchor riding-light should be the lower of the two. In this case the light to the left or westward was the lower of the two. The difference in height of two mast-head lights of a vessel under way is not less than fifteen feet. In the case of anchor lights the difference must also be fifteen feet, but *vice versa*. I saw the red light between and below the other lights. When we let go the anchor there was about five fathoms of water; our draught was 24ft. 4 in. forward and 24ft. 8 in. aft.

Cross-examined, witness said—I took no part in the actual navigation. The *pure-wallah* (Lascar look-out man) reported the lights. I did not do so; my voice would not carry, the distance being quite 200 feet. The lights were reported by sounds on a bell.

Counsel—Have you no means of communicating from the bridge in case of danger?

Witness—My voice would not carry. The look-out man would strike once on the bell for something on the port side, twice for something on the starboard side, and three times for something ahead. Two strokes on the bell was given by the Lascar on the look-out. That was just about the time I saw the lights myself.

His Lordship—Are you absolutely certain you saw a red light?

Witness—Yes, my Lord, I hold a master's certificate, and have passed a colour test.

His Lordship (holding up a piece of blotting paper)—What colour is this?

Witness—Pink.

Continuing, witness said—In a ship of this size the height of the forward (lower) mast-head light above the deck would be about forty feet. The lower anchor light, usually hoisted on the halyards of the flag-staff at the stern, at a height of 10 to 15ft. above the deck. I could not see the ship's hull at all; I know of no system by which I can tell the actual height of the lights. When I first saw the lights they were on the port-bow; they were afterwards ahead. I should say we were under the influence of starboard helm. I do not know if we were still swinging when the collision occurred. We struck at a slight angle, say of seventy degrees towards the stern at the moment of impact. We must have scraped a little forward. The anchor had the effect of checking the ship's way. The vessels were only a few feet distant when I applied the break. I applied the break at from ten to fifteen feet. Looking down the *Ujina's* bow I could not see what damage had been done to the *Wongkoi*—that speaks how difficult it was to distinguish things under the conditions. The electric lights on the *Wongkoi's* deck blinded me. I should say we were about a hundred feet from the

Wongkoi when the anchor was let go and ten feet when the break was applied.

After tiffin the former witness said he would like to point out that the minimum height for a ship to carry her mast-head light was 20ft., not 40ft.

Leonard Jones, third officer of the *Ujina*, deposed: I hold a second mate's certificate. I was on the bridge when the ship came through Sulphur Channel, attending to the engine room telegraph. I had no actual part in the navigation of the ship; the commander was on the bridge. I had to note the times of orders given to the engine room. Green Island Light was abeam about 7.25 p.m. Before entering Sulphur Channel we went to stations. I posted the entries in the deck log. I was standing on the bridge near the telegraph, half way between midships and the port side. I had never been in Hongkong before. We came through Sulphur Channel at full speed, but altered to half ahead at 7.34 p.m. About eight minutes after passing Green Island Light I saw the lights of the vessel we afterwards collided with. I saw some white lights about two points on the port bow. When the vessel was ahead, the Captain said "She is showing a red light"; then I saw it. Up to that time I was not paying any particular attention. I went to the telegraph, heard three blasts, and the Captain gave the order full astern. That was at 7.37 p.m. At 7.39 p.m. the anchor was let go, and the collision occurred at 7.40 p.m. The Captain gave the order to port helm when the order was given to go astern. All the Captain's orders were in Hindustani; I understand some Hindustani, bridge Hindustani. I took the time from my own watch, corrected by the ship's time. After the order to go astern was given the bearing of the other ship did not alter. Our ship, therefore, was not moving, or she did not answer her helm. We struck; the shock was not very heavy. We backed out and proceeded to another anchorage.

Cross-examined, witness said:—We took a pilot outside Sulphur Channel. After that the ship was navigated under the pilot's orders, a Chinese pilot. From stations until the ship was anchored, at about eight o'clock, I made all the notes.

It was mentioned that the *Ujina's* log-books in Court were the chief officers log, the official log, and a copy of the engine room log—not the rough deck log. Hon. E. H. Sharp said it would be more satisfactory to have all the log books. The others, however, were on the ship, and the ship was at Mauritius.

Continuing, witness said he did not notice another ship immediately previous, but they passed one five or six minutes before.

Hon. E. H. Sharp—What do you mean by "7.29 p.m. put engines full astern and let go anchor," an entry in the log?

The log was produced and Mr. Slade explained that the figures should be reversed.

Witness was not able to say whether the *Wongkoi* moved or not during the time he saw her. During the latter three minutes before the collision there was no perceptible alteration in the bearing of the *Wongkoi*. The order to go astern was promptly carried out by the engine room, and he felt the vibration of the vessel thereby caused. The *Ujina* was deep loaded. He was not able to give an opinion about the ship being low powered.

Mr. Slade said she was low powered, an eight or nine knot vessel.

Hon. E. H. Sharp asked if for the three minutes after the engines being altered from full to half speed there was much difference in speed—did she carry her way?

The Hon. Barnes-Lawrence was consulted; he said there would not be much difference.

Witness said he had an impression that after hearing the three blasts he heard a sound as if of anchoring coming from the direction in which the *Wongkoi* was lying.

His Lordship—Could you have mistaken the light of the red buoy in that locality?

Witness—Impossible.

His Lordship—Was it an optical illusion?

Witness—No, My Lord, not that. We saw the red light practically up to the time of collision.

The Chief Officer was recalled and gave evidence regarding the log-book; and the red light on the fairway buoy.

Robert Campbell, the chief engineer, was sworn. He is now the chief engineer of the s.s. *Pentacota*, of the same company. He said the *Ujina* had the ordinary horse power of a cargo steamer and gave other evidence regarding the engines, which were first class. It would take from fifteen to twenty-five seconds to reverse the engines from ahead to astern. When the engines were reversed they were opened right out. After the collision he saw the water being churned up by the *Wongkoi's* propeller. He had seen the red light in question and took it to be the port light of a vessel.

Cross-examined, witness said the normal "full-speed" would be 8½ to 9 knots, but after he received half-an-hour's notice before stopping steam was allowed to go down, making a difference of about half-a-knot in the "full speed." The "half speed" would be 6½ knots. It took three to three and a half minutes to stop the vessel, when going at half speed.

James Boyd, the third engineer, corroborated the chief-engineer's statements. He was not looking to see which way the churned-up water of the *Wongkoi* was travelling. He simply observed that the propeller was moving.

The Court was adjourned.

Tuesday, 15th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE AND CAPT. HON. BARNES-LAWRENCE R.N. (NAUTICAL ASSESSOR)

N.D.L.S.S. "WONGKOI" v. B.I.S.S. "UJINA."

This consolidated action—as the result of a collision between the Norddeutscher Lloyd S. N. Co., as owners of the s.s. *Wongkoi*, and the British India S. N. Co., as owners of the s.s. *Ujina*—was continued. As before the Hon. E. H. Sharp, K.C., instructed by Mr. Gedge (solicitor of Messrs. Johnson Stokes and Master) appeared for the N.D.L., and Mr. M. W. Slade (barrister), instructed by Mr. John Hastings (solicitor), for the B. I. S. N. Co. The *Ujina's* four "urgent" witnesses having been taken on the previous day, His Lordship took the *Wongkoi's* "urgent" witnesses.

Mr. Slade—I have arranged with my friend, my Lord, to call one more witness for the *Ujina*, who cannot stay in the Colony; and I would like to make an application that a surveyor be allowed to report on the *Wongkoi's* damage.

His Lordship (to Hon. E. H. Sharp)—I consent.

Hon. E. H. Sharp—I have no objection, my Lord.

Alfred James Whittingham, second officer of the *Ujina*, gave corroborative evidence. The riding light he said appeared to be on the flag-staff, about fifteen feet above the level of the poop deck. It was above the awning which he could see by the glare of the riding light.

THE "WONGKOI'S" CASE.

Capt. J. V. Broom, of the N.D.L. s.s. *Wongkoi*, having been sworn said:—I have held a master's certificate since 1895, and I have been in these seas about twenty years, mostly in steam but also in sail. I have been hundreds of times at Hongkong, where, as a matter of fact, I live. I always navigate my own ship myself, but I always take a pilot if I can get one to tell me what anchorages are free—not to navigate my ship. The *Wongkoi's* registered tonnage is 1,115; gross, 1,777. I was coming up from Bangkok, and entered the harbour on the evening of the 3rd August. I passed the *Ujina* a good distance outside Hongkong, near Lamma Island. She was going ahead, but I think she had slowed down to pick up a pilot. I entered by Sulphur Channel, passing Green Island Light at about 7.28 p.m. I am not sure about the time; the second officer noted the entries. When just abeam of a small island inside of Green Island I met some junks, sailing, and had to alter my course northward to clear various junks, going to the northwards on several occasions. My course was N. 55 E., heading for my anchorage; I did not change my course any more. At Green Island I rang up to "stand by" in the engine room. About a minute later I put her on slow, and went thus for about five minutes when I stopped my engines altogether. After coming to my anchorage, I gave the order "Half speed astern" with my engines to take

the speed out of my ship. When I gave the order, however, the ship was hardly moving. My engine went astern just a touch, half or a quarter of a minute. I then stopped the engines. A little later I ordered "Full astern," and this order was carried out. This was to tighten up my anchor when let go. I then whistled three times and let go my anchor. The engines continued working a little after letting go the anchor, to straighten the chain and make the anchor hold. The port anchor was the one dropped. I stopped the engines about half a minute later, when the chief officer, forward, informed me that the chain was tight, and the anchor holding. Going astern with the engines sent the ship's stern swinging towards the west. When I entered Sulphur Channel the *Ujina* was about a mile behind on my starboard quarter. My second officer was with me on the bridge. The chief officer also remained on the bridge till the engines were put to slow—inside Green Island—when he went to the fore-castle head. A quartermaster was steering the ship; my wheel is an open wheel. Two men were stationed on the bridge to take in my sidelights, which are just outside the weather-cloth on the bridge, my ship being enclosed with weather-cloth. The boatswain, carpenter and sailors were with the chief officer on the fore-castle. One man was aft, standing by the stern and riding light. The second officer always works my telegraph. I was on my course for the anchorage. I saw the *Ujina* when she entered the Sulphur Channel. I noted her because I knew she was coming in behind us. She bore about two points abaft my starboard beam when I anchored. By the time I dropped anchor my ship had begun to swing. When she finally pulled up, after the collision, she was heading towards Hongkong. I looked at the *Ujina*, using glasses all the time. I could make her out plainly; she was a quarter to half a mile away when the anchor was dropped. By the appearance of the *Ujina's* lights I should say she was heading to go between the *Brunhilda* and the land. The *Brunhilda* was lying between me and the land, about 300 yards away. I should say the *Ujina's* course was nearly parallel to our course. I looked carefully at her before dropping the anchor. I never thought there was any danger of a collision with her; if she had kept on the course she was on then she would have passed about half-a-mile from me, or at any rate amply clear.

His Lordship—Have you any witness from the *Brunhilda*?

Hon. E. H. Sharp—Fortunately, my Lord, we have. She is a Union steamer.

Witness continuing—The *Brunhilda* was the only other ship in that vicinity. There were other ships about, but they were not in my route. I blew three blasts on my whistle to tell any sampans or craft about that I was putting my ship astern. I would rather leave it to the log to say when I anchored. As soon as I gave the order to let go the anchor all the navigating lights were taken in, and the riding lights were hoisted. The second officer was standing by the telegraph, a little on the starboard side of midships; I was standing a little on the port of midships. The side-lights are level with the deck of the ship. They were taken in promptly, and the rule of the ship is that the lamps are to be blown out promptly as soon as they are taken in. I saw the lamp blown out, and the man passed me when taking it to the lamp-room, down below on the port side. It was blown out before he carried it. I have seen side-lights taken away alight, but the rule of my ship is to do otherwise. I do not know the general practice. It is the practice on some steamers to carry away the lamp before the lights are blown out. There are two approaches from the bridge to the lower deck, one on each side. If the light had been carried down to the starboard side alight it could have been seen across the ship, but I saw it blown out, and carried down the port ladder. The bottom of the ladder is quite close to the lamp room. If a man went down by the port ladder and wanted to get on the starboard side he would have to walk right around the deck. When I dropped my anchor I saw the *Ujina's* red and mast-head lights, and the mast-head

lights were well open. After I anchored I saw her suddenly alter her course, and show her green light as well as the red light, and then green light only. When I saw this I remained on the bridge, though I was about to ring-off the engines. I thought there might be a collision. When I saw her coming so close I put my engines to full speed ahead; I thought she was trying to get under my stern. I do not think my ship moved because there was no time. The *Ujina* struck me at a little less than a right angle, an acute angle towards the stern of eighty to ninety degrees. The *Wongkoi* was struck on the starboard quarter about 27 feet abaft the mainmast. The blow listed the *Wongkoi* over, till she nearly had her port rail in the water. The *Ujina* was a much bigger ship, and much higher out of the water. Deep loaded as we were our rail was about twelve feet out of the water. The *Wongkoi* was still swinging at the time of the collision; I think we had swung almost east, but perhaps a little south. I regard this as a usual anchorage, and very oft n anchor in this neighbourhood for the night, going to my proper anchorage next morning. My ship has a single screw, right-handed propeller. It was a clear dark night, and calm. I could make out the shape of the *Ujina's* body through my glasses.

Cross-examined—Our usual anchorage is outside the buoys in the best place so long as it is not in the fairway. I took bearings on the night of the 3rd August when the moon was up, and the second officer entered them in the rough log book. Green Island bore S. 56 W. and Stonecutter's (north point) N. 14 E. We were about two and a half cables from the buoy. I let out thirty fathoms of chain when I anchored. When I saw the green light of the *Ujina*, that determined me to stay on the bridge.

Mr. Slade explained that the *Ujina* would have passed under the stern of the *Wongkoi* when suddenly the red light appeared. The helm was immediately put over and the collision resulted.

Cross examined—We had a Chinaman standing by each light. Our ships always follow this practice—not one man for both bridge lights. I saw the man blow out the port light.

His Lordship—You must note the seriousness of the question, when you are asked if you are speaking the truth in saying that you saw the man blow out the port light. Three or four of your profession, sailors, swore they saw that light or some other light. They did so or they are speaking falsely.

Witness—I saw the man stop to put out the light; he afterwards passed me, and if it had been alight I should have noticed the glare.

Re-examined—I usually stand on the port side, when navigating the ship; my junior officer is on the starboard side.

Hon. E. H. Sharp—A witness I tender, my Lord, is Capt. Morrison, who is prepared to say that he is master of the only Standard Oil Company's steamer using oil in her side-lights—the others use electricity—and that it is the practice in his ship to blow out the lights on the bridge.

Frederick Sembill, chief officer of the *Wongkoi*, was sworn, and gave corroborative evidence. The harbour was very lively, many craft moving about.

His Lordship—What is the suggestion; is it that the red light seen might have been that of another vessel?

Hon. E. H. Sharp—It is, my Lord.

The case was remanded.

Wednesday, 16th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE)
AND CAPT. HON. BARNES-LAWRENCE,
R.N. (NAUTICAL ASSESSOR).

N.D.L. S.S. "WONGKOI" v. B.I. S.S. "UJINA."
This consolidated action—as the result of a collision between the Norddeutscher Lloyd S. N. Co., as owners of the s.s. *Wongkoi*, and the British India S. N. Co., as owners of the s.s. *Ujina*—was continued. As before, the Hon. E. H. Sharp, K.C., instructed by Mr. Gedge (solicitor, of Messrs. Johnson, Stokes and Master), appeared for the N.D.L., and Mr. M. W. Slade (barrister), instructed by Mr. John Hastings (solicitor), for the B. I. S. N. Co.

The chief officer again gave evidence. He said that two river steamers were proceeding on a N.E. course near the *Wongkoi* about the time of collision. The *Wongkoi* was practically stationary for about five minutes immediately previous to the collision. Witness bore out the captain's statements regarding the working of the engines; he knew when they were going astern by the shaking of the rirping. He let out 10 fathoms of chain, which was tightened up by the sternward movement of the ship. At the time of collision we were heading east or something south of east.

Mr. Slade That seems unreasonable, my Lord, I am not going to cross examine on that point.

Witness corroborated the master's evidence regarding the manœuvres of the *Ujina*, her lights, etc. The forward riding light was 34 feet above the fore-castle head deck; the after one sixteen feet higher than the poop deck; while the decks mentioned were two feet higher than the lower rail. On that occasion the *Ujina's* fore-castle head was as high or higher than the *Wongkoi's* bridge; he thought higher. The boatswain always had instructions regarding the stationing of his men. It was a rule to extinguish the lights as soon as they were taken in.

Capt. Barnes-Lawrence asked witness questions with the assistance of models on a chart.

His Lordship—I want to ask you whether you are aware that the officers of the *Ujina* say they saw a red light between your two white lights. If that is so they could not have seen the red light of the river steamer you saw?

Witness thought they could, and explained the matter with the models. The light could be seen above their awning, a height of the water of seventeen feet.

Capt. Barnes-Lawrence—I do not think it could have been seen, my Lord. I think that at that distance, a mile, one would not be able to see such a red light over this vessel; I do not say it is impossible, but I do say it is highly improbable.

Capt. Barnes-Lawrence took the figures and bearings to work out.

Cross-examined—When the *Ujina* was half a mile away I think this river steamer's red light would be seen across our bow.

His Lordship commented on the fact that the *Wongkoi's* slackening out chain might make a red light on another steamer appear stationary.

Hon. E. H. Sharp said he had just then learned that Messrs. Butterfield and Swire's river steamer *Pak Kong* was leaving Hong-kong, and in that vicinity about that time. He had sent Mr. Gedge to ask about it.

Mr. Slade—They never asked any of my witnesses any of these questions, my Lord. It is very hard.

His Lordship—No hardship whatever.

Hon. E. H. Sharp—The case is simply developing; it is very interesting.

His Lordship—Even if she had a red light, that is no excuse for the *Ujina* not going astern.

Mr. Slade—If they showed the wrong light they are to blame unless they can prove that they did not contribute to the collision. This is very strongly laid down; a ship having once been found to blame for having a red curtain across a port hole.

Hon. Capt. Barnes-Lawrence said there were four ways in which the *Ujina* might have acted, supposing that she was very close to the *Wongkoi* when the red light was first seen to be not a side light. The ship being under way, the commander had to act immediately. He could have either ported, starboarded, stopped the engines, or gone astern. There was only one right thing to do, however. From the position of the two vessels, the *Ujina* should have either at once gone full speed astern, starboarded more than she was doing, or ported as the circumstances of the case required. By porting in such close proximity to the *Wongkoi* she collided. By putting the helm hard a-starboard she might have cleared, but it must be remembered that the *Wongkoi* had stern way on. By going immediately astern, and the helm left to starboard, she would have done the right thing.

Mr. Slade—She did go astern. If a vessel showed a red light while at anchor, and a collision occurred, she is to blame.

His Lordship—That seems sound.

Mr. Sharp asked that the joint survey of the *Wongkoi* be not made till after the *Ujina's* captain gave evidence.

His Lordship agreed to this, but said that witnesses might be re-examined afterwards.

The chief officer of the *Wongkoi* was recalled, and gave evidence regarding the draught and speed of the vessel.

The second officer of the *Ujina* then gave evidence. It was he who stood by the telegraph, and took the times of the various orders to the engine room.

The chief and third engineers of the *Wongkoi* gave evidence, Mr. G. P. Lammert acting as interpreter.

The second officer of the s.s. *Brunhilda* deposed: On the date of the collision we came into the harbour earlier in the day, and anchored near the Southern Fairway. I was on deck when the collision occurred; and I saw the *Wongkoi* coming through Sulphur Channel. She passed us on the north side. We were heading about S.W. I was standing on the starboard side of our vessel. I saw the *Wongkoi's* green and mast-head lights. I did not see her red light at all. The *Wongkoi* passed us very slowly through the water. Shortly before she anchored I heard three blasts on her whistle. I heard her drop her anchor. I saw the green light and mast-head light disappear, and saw the anchor lights going up. I saw the *Ujina* long before the collision. At first she looked as if she were going close to the land, as if she were going between the *Brunhilda* and Hongkong Island. I at first saw the red and mast-head lights. I thought she was going full speed. The *Ujina* suddenly showed a green light, and went in a northerly direction towards the *Wongkoi*. She passed about two ships' lengths from us, dropped an anchor, and afterwards collided.

The case was here adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR T. SERCOMBE SMITH,
(PUISNE JUDGE.)

TSUI YUEN FIRM v. CHAN TSAT.

This was an action brought by the Tsui Yuen Firm, bankers at Canton, against Chan Tsat to recover money lent under a Chinese document.

Mr. Otto Kong Sing (solicitor) appeared for the plaintiff firm; Mr. R. A. Harding (solicitor) for the defence.

The out-door superintendent of the plaintiff firm stated that on the 8th July defendant borrowed \$150, signing a Chinese promissory note for same.

Mr. Harding objected to the document being put in under the Stamp Ordinance, as it was not stamped and was signed outside of the Colony.

His Honour upheld the objection, and the plaintiffs were non-suited.

CHAN TSAT v. HO HUNG HOP.

This was a cross action between the defendant in the former case and Ho Hung Hop.

Mr. Harding appeared for Chan Tsat; Mr. Otto Kong Sing for Ho Hung Hop.

Chan Tsat said defendant owed him a balance of \$122.20 for carrying stone; while Ho Hung Hop said he had overpaid Chan Tsat \$44.5.

Judgment was given in favour of Chan Tsat.

Thursday, 17th November.

IN ADMIRALTY JURISDICTION.

BEFORE SIR H. S. BERKELEY (CHIEF JUSTICE)
AND CAPT. HON. BARNES-LAWRENCE
R.N. (NAUTICAL ASSESSOR).

N.D.L. S.S. "WONGKOI" v. B.I. S.S. "UJINA."

This consolidated action—as the result of a collision between the Norddeutscher Lloyd S. N. Co., as owners of the s.s. *Wongkoi*, and the British India S. N. Co., as owners of the s.s. *Ujina*—was continued. As before the Hon. E. H. Sharp, K.C., instructed by Mr. Gedge (solicitor, of Messrs. Johnson, Stokes and Master) appeared for the N.D.L., and Mr. M. W. Slade (barrister), instructed by Mr. John Hastings (solicitor), for the B. I. S. N. Co.

Hon. Capt. Barnes-Lawrence said that he was misunderstood on Wednesday, as it had been reported that he was dealing with the red light, as if it was not a side light. He really dealt with it as a red light merely, without any assumptions as to what kind of light it was.

Li Sum, quartermaster of the *Wongkoi*, gave evidence as follows:—

I was on duty at the wheel on the bridge at the time of the collision. I took my orders from the Captain and steered as he told me. When we got into the harbour I deviated from junks on the instructions of the Captain. The deviation was to starboard. The ship anchored at night, and I was holding the wheel at the time. Before the anchor dropped I heard the Captain give the order "stand by." When the Captain gave the order "let go anchor" I saw two men holding lamps passing by my side. They were the side lights. The men passed my wheel. The lights were out.

Cross-examined:—I have been on board the *Wongkoi* six or seven months. I did not see the lights of any other steamer. I was not paying attention. After anchoring I attended to my duty, which was to take in articles on the bridge. I stood by my post till the Captain said "all correct." The lamps were taken in, in the same way as when taken in at daylight.

By the Court:—I saw the lamp lifted over the side, and it passed by me unlighted. I have seen lamps taken in before. They were always extinguished before being taken down below. It is a rule when steamers come into port that lights are put out before the anchor is dropped.

Li Lee, a sailor on the *Wongkoi*, said: I heard the Captain give the order to let go anchor. I then took the red light over the side and blew it out quickly. I carried it away and went down the steps on the port side of the bridge. I then went down into the lamp room, which was also on the port side.

Cross-examined: The chief officer gave us orders that we were to blow out lamps immediately on taking them up. This was a regular rule.

To Mr. Sharp: I was standing by to put out that particular light coming into port that night.

By the Court: I blew the lamp out on the bridge. The witness here described his actions when putting out the light, the left-hand side of the witness box representing the port side of the ship.

His Lordship: If the witness were leaning over and pulled the lamp up in his right hand, it is just possible that the red light would show astern for the moment as it came over the rail.

Mr. Sharp admitted this, but said it would not be there long enough for another ship to be guided thereby.

Three other Chinese witnesses gave evidence with regard to the taking in and blowing out of other lights on the ship.

The second officer of the *Brunhilda* said: I hold a Master's certificate since 1885. On the night of the collision we were anchored at the southern fairway buoy. I witnessed the collision and was on deck about three minutes prior to it. I then saw the *Wongkoi*. She had her anchor lights on. The *Wongkoi* and our ship were something like 200 yards apart. The *Wongkoi* was lying so that I saw her starboard quarter. I saw the *Ujina* coming along and expected a collision between the *Ujina* and *Wongkoi*. The *Ujina* at the time I saw her was going about six knots an hour. I did not see a red light on the *Wongkoi*. I she had shown one I would have seen it.

Cross-examined: I could see the starboard quarter of the *Wongkoi* just before the collision. She was heading about N. E. by E. I was in such a position that I could not have seen the green light of the *Wongkoi*.

To Mr. Sharp: If the *Wongkoi's* green light were being unshipped I should think I would have seen it. When I saw the ship I could make her out clearly.

The Captain of the *Wongkoi* gave evidence as to the height of his bridge, which, with a 16 foot draft, was 21 feet from the waterline. From the waterline to the top of the rail was 11 feet. The length of the ship was 239 feet over all.

His Lordship decided to go off to the *Wongkoi* to inspect the bridge, and adjourned.

IN SUMMARY JURISDICTION.

BEFORE HIS HONOUR MR. T. SERCOMBE SMITH (PUISNE JUDGE.)

H. H. KEMP v. CAMPBELL, MOORE AND CO., LD.
This was an action to recover \$210, alleged damages and costs sustained by plaintiff by

reason of the defendant company failing to keep their shaving instruments clean and disinfected, so as not to be productive of personal injury to the customer shaved.

Mr. H. W. Leoker (solicitor, of Messrs. Deacon, Looker and Deacon) appeared for the plaintiff, and Mr. H. E. Pollock, K.C. (instructed by F. X. d'Almada e Castro) for the defendants.

Mr. Leoker stated that the plaintiff's case was that he got shaved at the defendant company's establishment; and in consequence of the condition of the razor he contracted barber's itch, for which he claimed damages. The only two points were whether he contracted the disease from the defendant's shop, and if so whether he was entitled to damages. Barber's itch was a species of ringworm. Plaintiff was in the habit of shaving himself during the year he had been in the Colony, with the exception of a few occasions on which he had been shaved at the defendant company's saloon. On the 24th September he was shaved by them and had not been shaved by anyone before that for about eight or ten weeks. About ten or eleven days later he began to notice eruptions on his face, and on consulting Dr. Stedman it was pronounced to be barber's itch and he was unable to shave for three weeks. He had to wear bandages round his neck and presented an unsightly appearance.

Plaintiff, sworn, deposed that he was acting manager at Hongkong of the Singer Manufacturing Company. He had suffered inconvenience through the disease, and had been unable to attend to customers because of his appearance. He had always kept his razor locked up, but left his brush out in his room.

Dr. Rennie said that barber's itch was generally caught by inoculation and the usual agent was the shaving brush. The disease generally became visible after from three to ten days. Chinese in shaving usually rubbed the soap on their heads with their hands, but might at times use a brush.

Mr. Pollock submitted that there was no evidence such as could be accepted by the Court, except the medical evidence, and the doctor who had attended the plaintiff was out of the Colony. It was also necessary for the plaintiff to show beyond reasonable doubt that he had contracted the disease at the defendant's shop. It had been shown that the plaintiff's brush had been left where his boy could get it, and Chinese frequently suffered from this particular disease.

Judgment finally was given for the defendants, with costs. Mr. Pollock made an application for counsel's fee, but this was disallowed.

BALL AT GOVERNMENT HOUSE.

The annual Ball at Government House in honour of the birthday of his Majesty the King was held on the 15th inst., being attended as usual by the major portion of the resident European population. His Excellency the Governor shook hands with each of his guests as they were introduced on their way to the ball room. Dancing began punctually at 9.30, excellent music being supplied by the Band of the 93rd Burma. The floor was in excellent condition, but it is scarcely necessary to add that it was most inconveniently crowded, especially in the earlier part of the evening. The programme comprised twenty dances, but did not infringe, in the matter of Scotch dances on the programme for St. Andrew's Ball. It was made up in fact of a dozen waltzes, three sets of lancers, three two-steps and a barn dance. Government House was tastefully decorated for the occasion with greenery, and the lawn in front was encircled with Chinese lanterns. Dancing was kept up until the early hours of this morning with great spirit, and the Ball passed off with its accustomed success.

Following is a list of the acceptances for the Ball:—

Dr. and Mrs. Atkinson, Capt. Armstrong, Mr. Auton, Mr. Acworth, Mr. Airy, Mr. and Mrs. Armstrong, Mr. B. Arnett, Mr. Anderson, Mr. V. M. Allen, Mr. E. Arnot, Sir Henry and Lady Berkeley, Misses Berkeley, Lady Florence Boyle, Col. Brown, Dr. and Mrs. Bell, Mr. Benton, Mr. Bowley, Mr. Dyer Ball, Mr. Burnie, Capt. and Mrs. Britten, Mr. Babington, Mr. Burd, Mrs. Brown, Mr. C. H. Blason,

Mr. Bolster, Mr. Barton, Mr. C. Barratt, Mr. and Mrs. Byran, Mr. Black, Capt. and Mrs. Boyd, Mr. Brawn, Mr. Butt, Miss Barker, Mr. and Mrs. Berindogane, Mr. and Mrs. Bridon, Mr. and Mrs. Brewin, Capt. and Mrs. Bushe, Mr. E. Burns-Eye, Mr. C. E. Batt, Mrs. Beven, Mr. and Mrs. Bouchier, Mr. Beavis, Mr. Boyes, Mr. Bovet, Mr. E. A. Bonner, Mr. and Mrs. and Miss Murray-Bain, Mr. J. W. C. Bonnat, Mr. Barretto, Mr. and Mrs. Becker, Mr. and Mrs. Bingham, Mr. and Mrs. Butcher, Mr. Boveton, Mr. and Mrs. Baddeley, Rev. and Mrs. Bridge, Mr. E. E. O. Bird, Mr. L. G. Bird, Mr. H. W. Bird, Miss Bird, Mr. Bryer, Col. and Mrs. Bunney, General and Mrs. Bragg, Mr. B. S. Brown, Mr. and Mrs. Braidwood, Rev. and Mrs. Runbury, Mr. Brutton, Mr. and Mrs. Bowdler, Mr. Bifbeck, Mr. and Mrs. Benson, Mr. Burton, Mr. and Mrs. Saily, Mr. and Mrs. Borthwick, Mrs. Bettinck.

Mr. Crofton, Lieut., Mrs. and Miss Cranford, Mr. H. F. Chard, Mr. and Mrs. Craddock, Mr. Carpenter, Capt. Collins, U.S.N., Mr. and Mrs. Corderoy, T. Champion, Mr. and Mrs. Cowan, Major and Mrs. Caulfield, Mr. Collins, Capt. Carleton, Mr. Cooper, Mr. W. G. Clarke, Mr. Chesney, Mrs. K. Cooke, Lt. Champion, Mr. Clark, R.E., Rev. Chappell, Mr. Calthrop, Eng. Lt. Clegg, Mr. and Mrs. Cocker, Mr. Clement, Mr. W. E. Craig, Mr. Christiani, Mr. Courtenay, Mr. W. L. Carter, Mr. Cummings, Mr. T. P. Cochrane, Major and Mrs. Chichester, Mrs. Crofton, Mr. Cruickshank, Major Chapman, Mr. C. P. Chater, Mr. Campbell, Mr. Craig, Mr. and Mrs. Duncan Clark, Mr. W. C. Craig, Miss Cruickshank.

Commodore and Mrs. Dicken, Mr. and Mrs. Dealy, Mr. and Mrs. Drayson, Mr. and Mrs. Doberck, Mr. and Mrs. Dunn, Surgeon Dartnell, Mr. Dyer, Mr. G. Dean, Capt. and Mrs. Davies, Mr. and Mrs. Denison, Lt. Dickens, Mr. and Mrs. Haver Droze, Mrs. Dumbell, Mr. Danks, Mr. and Mrs. W. C. Drew, Mr. Darby, Mr. and Mrs. De Martin, Mr. V. H. Deacon, Miss Dewar, Mr. E. Deacon, Mr. Doran, Mr. Davidsen, Mr. Dobbyn, Mr. Duncan, Com. and Mr. S. Dawos, Mr. and Mrs. Dixon, Mr. J. S. Duff, Mr. W. H. Donald, Mr. and Mrs. Danby, Mr. Dimmocke, Mr. C. F. Dixon, Mr. Daniel, Mr. J. T. Dixon.

Mr. Emerson, Mr. G. H. Edwards, Mr. C. M. Ede, Mr. E. P. Erskine, Mr. E. Ewen, Mr. Ellis.

Dr. Forsyth, Mr. Fuhrmann, Mr. and Mrs. Fuchs, Misses Furniss, Mr. and Mrs. Forbes, Mr. Fletcher, Mr. Favell, Rev. and Mrs. France, Mr. and Mrs. Fraser, Dr. Forte, Mrs. Falconer, Mr. and Mrs. Franklin, Mr. Fisher, Mr. and Mrs. Fullerton.

Hon. W. J. Gresson, Commander Gaunt, Mr. Graham, Mr. Grant, Mr. Goldring, Mr. and Mrs. Gray, Miss Goldring, Miss Gourlay, Capt. Green, Mr. and Mrs. Gibson, Mr. and Mrs. Gedge, Mr. and Mrs. Grace, Mr. and Mrs. Goetz, Eng. Lt. Grant, Mr. and Mrs. Gaskell, Mr. Grist, Mr. Garrett, Eng.-Com. Graham, Mr. Gale, Mr. Gibb, Mr. A. P. Guttres, Mr. Gaskell.

Mr. and Miss Huke, Mr. Mrs. and Miss Shelton Cooper, Mr. and Mrs. Hipwell, Mr. Hankey, Mr. Halifax, Mr. and Mrs. T. Hooper, Mr. and Mrs. Hornby, Mr. and Mrs. W. G. Humphreys, Mr. R. Hancock, Mr. H. Hancock, Mr. Haskell, Capt. and Mrs. Hodgins, Mr. and Mrs. Rotherton Harker, Mr. and Mrs. Hance, Dr. H. Kai, Mr. J. R. Hance, Mr. and Mrs. Hinds, Mr. F. A. Hazeland, Mr. and Mrs. Harris, Mr. Hewett, Mr. and Mrs. Scott Harston, Mr. Hays, Mrs. and Miss Hurly, Mr. and Mrs. Van der Heyde, Mr. and Mrs. H. Humphreys, Miss Hail, Capt. Hogg, Mr. Hammer, Mr. Heath, Mr. Hodgson, Mr. Harcourt, Mr. and Mrs. B. A. Hale, Capt. Harris, Mr. Horsey, Mr. T. F. Hough, Mr. Harding, Capt. and Mrs. Hickton, Mr. and Mrs. J. Hastings, Capt. Hill, Rev. and Mrs. Hardy, Mr. Mrs. and Miss Hancock, Capt. Harbord, Mr. Haup, Dr. Montagu Harston, Major Dopping Hepenstall, Mr. A. C. Hynes, Mr. A. C. Holbrow, Mr. and Mrs. Schut, Fleet Surg. Handyside, Mr. Mrs. and Miss Hazeland, Major-General and Mrs. Hatton, T. H. Hanwan, T. S. Harvey, Mr. C. T. Hardy, Dr. Hunter, Lieut.-Col. and Mrs. Iremonger, Rev. Icely, Mrs. Irving.

Mr. and Mrs. Lee Jones, Mr. and Mrs. E. Jones, Mr. Judah, Mr. H. D. C. Jones, Mr. and Mrs. Jaffe, Dr. and Mrs. Jordan, Dr. and Mrs. Justi, Mr. J. P. Jordan, Capt. Johnson, Mr. and Mrs. Johnston, Mr. Jackman, Capt. Jones, Rev. T. F. Johnson, Mrs. Jeffrey, Major Josling, Rev. Jenkins, Lt.-Com. Jellicoe, Mr. and Mrs. James, Mr. and Mrs. Jupp.

Viscount Kilburne, Lieut. Knox, Mr. J. H. Kemp, Mr. and Mrs. Kadoorie, Mr. and Mrs. Kruger, Dr. H. Keyte, Mr. Kenyon, Mr. P. K. Knyvett, Col. W. Keitt, Dr. and Mrs. Kock and Miss Blair, Mr. Law, Mr. Lester, Mr. and Mrs. Little, Mr. Lumaden, Mr. and Mrs. Loreiro, Dr. Lello, Mr.

Lieb, Miss Lowe, Mr. and Mrs. Lammert, Mr. Cromwell Lewis, Dr. and Mrs. Laing, Mrs. and Miss Barnes Lawrence, Mr. H. W. Looker, Capt. and Mrs. Lambelle, Mr. and Mrs. Liebert, Mr. A. E. Lewis, Mr. Leckie.

Mr. and Mrs. May, Mr. Medhurst, Mr. and Mrs. Michael, Mr. Macdonald, Mr. and Mrs. Mitchell, Lt. Moir, Mrs. Morgan, Mr. and Mrs. Mackenzie, Lt.-Col. and Mrs. Mosse, Mr. Moore, Mr. P. C. Macdonald, Miss Macpherson, Mrs. Manby, Mr. Marshall, Mr. Moss, Mr. G. Mackie, Mr. and the Misses Morris, Mr. and Mrs. T. Macdonald, Mr. and Mrs. More, Eng. Lt. Macquire, Mr. Mody, Mr. Messenger, Mr. Miles, Mr. R. Mitchell, Mr. Melchers, Rev. de Maria, Mr. and Mrs. McCubbin, Dr. Marriott, Mr. Muelle, Mr. H. A. Meyer, Mr. A. G. May, Mr. Maitland, Mr. C. W. May, Mr. A. H. Mackenzie, Mr. Murphy, Mr. and Mrs. Mast, Surgeon and Mrs. Mowat, Mr. Master, Mr. G. Marshall, Mr. and Mrs. Marty, Lt. Col. Makins, Mrs. Moir, Miss Macpherson, Mr. and Mrs. Dick Melbourne, Mr. N. Mumford, Mr. and Mrs. Moxon.

Comdr. Nugent, Mr. Napier, Mr. Noma, Mr. Norris, Mr. A. G. Newington, Mr. Noel, R.N., Mr. and Mrs. Northcote, Miss Norris.

Mr. and Mrs. Ormiston, Surgeon O'Keefe, Mr. Ordish, Mr. and Mrs. Oliver, Mr. O'Neill, Mr. Orange, Mr. Ough, Mr. F. B. Ollis, Mr. Osborne, Mr. Ormiston.

Mr. and Mrs. Parlane, Mr. Pattenden, Mr. and Mrs. Patti, Mr. Parr, Miss Pottinger, Mr. du Pledge, Mr. Philpott, Mr. T. Pierce, Mr. and Mrs. Plummer, Mr. and Mrs. P. de Paris, Mr. and Mrs. Perkins, Mr. Post, Mr. and Mrs. Piercy, Mr. Piercy, Mr. and Mrs. Playfair, Major and Mrs. Pritchard, Major Painter, Mr. Papham, Mr. Parker, R.N., Capt. and Mrs. Parker, Eng. Lt. de Paris, Staff-Serjt. Parker, Mr. and Mrs. Peter, Mr. Pollock, Major Philips, Mr. S. T. Powell, Mr. Padfield.

Mr. S. B. C. Rees, Mr. A. H. Rouse, Major Ransom, Capt. Radford, Mr. E. Rodgers, Mr. and Mrs. Raymond, Mr. Rodgers, Dr. Sennie, Mr. and Mrs. Romano, Mr. Rees, Mr. and Mrs. Rannie, Mr. Robinson, Mrs. and Mrs. Rolfe, Major Ross, Mr. Mrs. and Miss Rodger, Mr. and Mrs. G. Stewart, Mr. and Mrs. Shellim, Miss Stiwell, Mr. Brooke Smith, Mr. H. Sykes, Capt. Simpson, Major Sparkes, Capt. Stephens, Mr. Strover, Capt. Sight, Mr. Dalton Sayle, Mr. Sator, Mr. R. Shewan, Mr. Seaton, Miss Stacy, Miss Simpson, A. G. Stokes, Dr. and Mrs. Swan, Mr. M. S. Sassoon, Major and Mrs. Strickland, Mr. Schoenbur, Major B. Simmons, Mr. Stabb, Mr. and Mrs. M. Stewart, Mr. H. A. Sieb, Mr. Sercombe Smith, Mr. Someville, Mr. C. R. Scott, Major and Mrs. Stevens, Mr. Sharp, Miss Stallard, Mr. Bruce Shepherd, Major Saxton, Mr. and Mrs. Shepherd, Mr. and Mrs. Stephens, Capt. and Mrs. L. Stewart, Mr. Schlembruger, Mrs. Skilton, Mr. J. E. M. Smith, Mr. C. D. Silas, Mr. Stewart, E.N., Mr. Saunders, Mr. and Mrs. and Miss Seth, Mr. and Mrs. Gray Scott, Mr. Percy Smith, Mr. and Mrs. Stirdhart, Mr. Murray Scott, Mr. Stravenson, Mrs. G. Smith, Mr. Skelton, Mr. Story, Mr. Sumris, Mr. M. Slade, Lt. Snowdon, Mr. and Mrs. Shortridge, Rev. and Mrs. Southam, Mr. Toddart, Mr. Stoneman, Mr. Struckmeyer, Mr. Da Silva, Lt. J. Staple, Commander Sawyer, Mr. and Mrs. Sauer, Miss Simpson, Sha ghai Cricket Team, Straits Cricket Team.

Mr. and Mrs. Tomkins, Mr. C. H. Thompson, Mr. C. B. Thomas, Major and Mrs. Thompson, Miss Tevendale, Mr. Tanner, Mr. D. Thomson, Mr. Turner, Mr. Tozer, Mr. and Mrs. Ross Taylor, Mr. and Mrs. Tilden, Mr. and Mrs. Townshend, Mr. and Mrs. T. Davis, Mr. and Mrs. Basil Taylor, Mr. W. Taylor.

Miss Underwood, Mr. M. Von Uffell, Mr. and Mrs. Volpicelli, Mr. Vernon, Mr. Veitch, Mr. H. S. Vaughan.

Mr. Whitelock Werner, Mr. A. E. Walker, Mr. Whyte, Mr. Wilkinson, Mr. and Mrs. Walker, Mr. Webster, Mr. and Mrs. G. Wright, Dr. and Mrs. Ball Wright, Dr. and Mrs. Bateson Wright, Capt. Wilkinson, Mr. and Mrs. R. C. Wilcox, Mr. H. C. Wilcox, Mr. Wane, Mr. and Mrs. Walker, Mr. Woodgates, Mr. and Mrs. Wilson, Miss Willington, Mr. and Mrs. Woodward, Mr. A. G. Ward, Mr. Wenborn, Mr. Whittall, Mr. Wickham, Mr. K. Wibel, Mr. Wolfe, Mr. White, Mr. A. E. Wright, Mr. Willis, Mr. A. J. Williams, Mr. D. Wood, Mr. and Mrs. M. Watson, Paymaster Wilson, Col. and Mrs. Webb, Miss Walter, Lt.-Col. and Mrs. and Miss Watts, Capt. and Mrs. Watkins, Mr. and Mrs. Webb, Mr. Wei On, Capt. Whitehead, Mr. H. P. White, Capt. Mrs. and Miss Wakefield, Mr. G. N. Wakeman, Mr. T. B. Wood, Mr. and Mrs. Woolmer, Hon. Wei Yuk, Capt. and Mrs. F. Williams, Capt. Ward.

Mr. and Mrs. Yates, Miss Young.

HONGKONG CHESS CLUB.

ANNUAL GENERAL MEETING

The annual general meeting of the Hongkong Chess Club was held at the City Hall on the 16th inst. Mr. H. E. Pollock, K.C. (President of the Club) presided. There was a good attendance of members.

Mr. H. E. POLLOCK said that the members had had the report and accounts for some time, and he adopted the usual practice of taking them as read. As regards the balance they had \$99.51 in hand after paying all disbursements, as against \$88.51 on the previous year. Therefore they had paid their way since last January, and that was satisfactory. He referred to the work performed by the new Hon. Secretary. His Excellency the Governor had kindly consented to become the Patron of the Club. They had been permitted to use the Librarian's Room to hold their meetings, by kind consent of the Secretary of the City Hall Committee, for the nominal rent of \$5 per annum, but in view of the increase in the membership the Committee were seeing if they could make other arrangements. Mr. Weismann (of Cafe Weismann) had promised to place a room at their disposal, but this would not be ready for some little time—six weeks or so. He took it that they would leave it to the Committee to make the arrangements in this direction which they thought desirable. He thought that with the increase to over thirty members, if there was a big match on, the present premises would be insufficient. The members would also welcome going into premises where they could smoke, and order a cup of coffee etc. (Laughter and Applause). Mr. Newborn had temporarily left the Colony, and the Hon. Secretaryship had been taken on for the time being by Mr. Swaby. The most important match played last season was for the Club Championship, and Mr. Falloon succeeded in beating all his opponents (Applause). There was no cup for this event, but their Committee thought it would be voicing the members present by getting a prize, which he would present to Mr. Falloon.

Mr. Pollock handed the Champion a case containing a silver cigarette case, a card case, and match-box, saying "Hearty congratulations." On the motion of Mr. Pollock, seconded by Mr. H. Noronha the report and accounts were put to the meeting and passed.

Some slight amendments were then made in the rules of the Club, the committee being reduced from nine to five; three instead of five forming a quorum.

The old Committee, consisting of Messrs. H. E. Pollock, K.C., E. J. Moses, M. J. Danenberg and T. Swaby were re-elected.

A fifth man was required and Mr. J. H. Kemp proposed Mr. C. H. Falloon for the post. This was carried.

Mr. Pollock said that they were very much obliged to the members for re-electing them, and they would continue to try and stimulate interest in the Club. He hoped they would all remember that the Committee would always be glad to receive any suggestions. He thought it would be a good thing to get up an International Match, as they had done some years ago, between Britain, Germany and Portugal. Five or seven players of each nationality could represent each side. He thought that other competitions might be arranged by correspondence with Canton and Macao, and also matches with other Clubs in the Colony.

It was decided to hold Club meetings on Mondays and Wednesdays, before dinner, it being left to the committee to alter Monday, time and hour, if they thought fit to do so on a future occasion.

The following matches were decided upon:—City v. Suburbs; Law v. Rest of Club; Evans Gambit match; Queen's Pawn Opening match; P K4 (P-K4) P-KB4 opening match; Scotch Gambit match; Non Smokers v. Smokers; Veterans (over seven years in the East) v. Others; Mr. C. H. Falloon to play seven members simultaneously; New Members v. Old; and a Ruy Lopes match.

The Committee was authorised to expend a sum not exceeding \$50 on a Club Championship Cup to be won three years in succession before becoming the property of the winner.

Mr. M. J. Danenberg proposed a vote of thanks to the Chairman (Applause).

VICTORIA RECREATION CLUB.

THE PLANS OF NEW CLUB HOUSE.

An extraordinary general meeting of members of the V.R.C. was held at the City Hall on the 16th inst. for the purpose of approving the plans and estimates for the construction of the proposed club house on the new site, Murray Pier Extension, and to authorise the Committee to proceed with the erection of the same, and to incur the necessary expenditure in connection therewith. Mr. A. Chapman (Chairman of the Club) presided, and a large number of members were present.

The plans were as follows:—Facing the water on the western side the inshore end building shows five small windows over five large ones; then an archway at some steps leading to the water, and four large doors opening on to the boat ramp from the boat-house. The Club House is immediately over the boat-house, having six large windows facing the west. The boat room itself is provided with arch-shaped windows, to afford, no doubt, abundance of light. The servants' quarters are somewhere about the boat-house, and immediately abutting it on the in-shore side, is the gymnasium. The Club Room upstairs is divided into dressing room, club room, bar, office and store. The building is of red brick on a granite base, the roof being tiled.

These plans under discussion did not show the covered-in bath house, which is to be situated on the in-shore side of the gymnasium. The Club has not funds enough to build the covered-in baths at present, but it is to be hoped this may be done on a future occasion.

Mr. HAROLD AUSTEN (Hon. Secretary) read the notice convening the meeting.

The CHAIRMAN said the conditions under which the club got the site from the Government were similar to other institutions of a like nature. They would have to pay \$1 a year rent so long as the licence remained in force.

The Naval authorities had given them notice that they must quit their present site at Kowloon by the 30th April next. They had a sum of \$24,000 in hand, and the erection of buildings, etc., on the new site were estimated to cost \$19,800.

It was moved, seconded, and unanimously carried that the meeting empowers the committee to incur the necessary expenditure for the construction of the club house in accordance with the plans and estimates as submitted.

A SOCIAL CLUB.

A member suggested the advisability of the club's procuring a billiard table. They were a Social Club, and all of the members were not keen on outside sport. A billiard table would prove a source of income.

The matter is to be considered.

A GENEROUS VOTE.

A member stated that the committee of the Hongkong Club had voted a sum not exceeding \$150 as a cup for the coming regatta. It is to be raced for by the senior four-oars men.

WHY DEBARRED?

A member wished to know why owners of yachts, not members of the Royal Hongkong Yacht Club, were debarred this year from entering regattas. There were quite a number of yachtsmen outside who should like to have the privilege.

He was informed that the matter was having attention, and that steps were being taken to have the programme altered so as to allow everybody to enter.

A FASHIONABLE WEDDING.

There was a large gathering of society at St. John's Cathedral on the 16th inst. to witness the marriage of Mr. George Arthur Carruthers Cruickshank, of Messrs Jardine, Matheson and Company, to Miss Maysie Cruickshank, daughter of Surgeon-General Cruickshank, I.M.S. The choir was in full force, and the Church was tastefully decorated with flowers and greenery. The ceremony was performed by the Rev. F. T. Johnson. The bride was dressed in white satin with white lace train, and looked very pretty.

The four Misses May, Miss Berkeley and Miss Hall were bridesmaids. Two of the Misses May held the bride's train, as the wedding party walked up the aisle.

whilst the others followed behind carrying crooks adorned with flowers and ribbons. The bride was given away by her brother, Mr. John Cruickshank, of Ceylon, and the Hon. W. J. Gresson was best man.

After the ceremony, as the wedding party were marching out of church, Mr. A. G. Ward, organist, struck up the Wedding March and the wedding bells pealed out. Messrs Jardine, Matheson and Company's shipping in the harbour was all dressed in rainbow fashion for the occasion. The Sugar Works also had a lot of bunting flying.

The wedding breakfast was held at Mr. Peters's, Sub-Manager of the Hongkong and Shanghai Bank.

By request of the family, we refrain from publishing the list of invitations accepted, likewise the list of presents.

CANTON.

[FROM OUR CORRESPONDENT.]

12th November.

HIS MAJESTY'S BIRTHDAY.

The birthday of His most Faithful Majesty King Edward VII. was celebrated in Canton. The weather being pleasant, everything went off as agreeably as possible. Although there were not many illuminations or fireworks as in previous years, still the occasion was not less jolly and enthusiastic. In the forenoon there was an official reception in the British Consulate-General. In the afternoon, at 3.30 p.m., there were sports on the tennis grounds, in which many ladies and children also took part. At the termination of the sports the Consul-General and Mrs. Campbell proceeded to distribute the prizes. A Portuguese Band from Macao was present to enliven things with music. A number of Chinese officials of high class in their gorgeous robes were also present. After lunch, they were photographed in group. In the evening there was a ball in the Canton Club.

THRILLING STORY OF ROBBERY WITH VIOLENCE.

In the district of Tin Pak at the prefecture of Kocho, lying in Lat. 21 degrees 48 min. and long. 110 degrees 26 min., there is a market town known as Sui Tung, in which there are about three thousand houses and shops, and a mandarin yamen, and not long ago Messrs Musso's Steam Navigation Company had established an agency there under the charge of its manager, Mr. Philippe Hungary. In that market town of Sui Tung the natives are doing a pretty thriving business in rice, brown sugar, salt, pigs, and fowls, from which Canton, Kong Mun and other outlying districts obtain their supply, and three steamers, *Po On*, *Wing Hang*, and *Lucia*, are running weekly to take passengers and cargoes. On the morning of November 2, at about 6 a.m., a band of over one thousand robbers, consisting of local banditti, Triad Society men, and disbanded soldiers, arrived with quick-firing rifles, revolvers, axes, and swords. They broke open the principal gate and entered. The brigand chief, a fat, villainous-looking man of about sixty, dressed in a gaudy mandarin robe with red button and feathers, was carried in an official chair by eight bearers. As they entered they went to the mandarin yamen, where was a To Sz, or captain in command of about twenty soldiers, and smashed the tables and chairs. The soldiers ran away. The robbers collected all the firearms that were there, and then marched to the agency of Messrs Musso and Company. They broke open the door and fired shots into the house, the manager, Mr. Philippe Hungary, being asleep upstairs. As soon as he was awakened by the shot he got up, and ran with his wife from roof to roof until they reached a lane and jumped down. They took shelter in a poor woman's matshed. Meantime the robbers were breaking and plundering in this and other houses, and carrying away money and clothing. Seven or eight persons were shot dead, and many wounded. The Captain was so terrified that he had to hide himself in a latrine to save his life. After they had finished their pillage and destruction they left like a swarm of bees. The robbers wore light black silk dresses,

red waistcoats, and European straw hats. On the waistcoats were characters indicating that they were "braves" of the Tin Pak's magistracy. First they intended to attack the district of Tin Pak; but as they could not succeed they then went to Sin Tung. I am glad to learn that the case is now in the hands of the proper authority, who will, I have no doubt, do his utmost to exact an adequate indemnity.

A COMEDY.

At Yung Kee, in the district of Sun Tak, there are a great number of silk filature factories in which hundreds of females are employed to work at silk weaving. It is the place where a girl is celebrated for her ill-nature, spitefulness and other bad qualities; it is the place where a girl marries stays two days, and goes back to her mother on the third, and will never return to her husband's home any more; or if she returns at all she will return at the age of about 30 or 40. One day, in the Chung Wei Hing silk filature factory, where there were about a hundred women and girls at work, one of them, on account of her clumsy manner of working, had incurred the rebuke of her employer. The latter ordered her to be turned out; she refused to go, and in the struggle her dress was torn. In consequence all the females in the factory got enraged, took her part and stopped work. Next day they went to the joss house to lodge a complaint charging her employer with indecency. The president or chairman of the joss house was a certain Chan, well known for his stupidity and self-conceitedness. He proceeded to inquire into the case, and ordered the employer to pay damage for the torn jacket; and to burn crackers from the factory to the girl's house. He refused, as he considered it *infra dig.* Then ensued a lot of parleying and vocal skirmishes without ceasing. While President Chan was trying to stop it, and ordering his servants to set the tables for dinner, the women and girls ungratefully smashed all the plates and dishes and food, and went away.

LICENSING SESSIONS.

The Justices of the Peace assembled at the Magistracy on 15th inst. to consider 19 applications for publicans' licences, and six applications for adjunct licences. Mr. H. H. J. Gompertz presided, and the justices present were Captain Goddard, Rev. F. T. Johnson, and Messrs F. J. Badeley, R. C. Wilcox, D. Clark, W. H. T. Davis, N. Mumford, A. Rumjahn, C. D. Melbourne and T. Arculli.

The following are the persons to whom licences were granted, there being no police objections:—
Moritz Sternberg, for the International Hotel; Isydr Silberman, for the Globe Hotel; Isaac S. Greenstein, for the Central Hotel; Bernat Cohen, for the Land We Life In Hotel; Annetta Papier, for the Colonial Hotel; Carl Schluter, for the Western Hotel; Esther Oliver, for the New Travellers' Hotel; Fred Haggard, for the Metropole Hotel; James W. Osborne, for the Kowloon Hotel; Luiz M. Lobo, for the Star Hotel; Arthur F. Davies, for the Hongkong Hotel; George Green, for the Criterion Hotel; W. Crater, for The Rose, Shamrock and Thistle Hotel; Anthony Milroy, for the Sailors' Home; A. B. Kharas, for Thomas' Hotel; Ismail P. Madar, for the New Victoria Hotel; Louis Comar, for the Main Hotel; E. Mathaey, for the Occidental Hotel, Kowloon; Richard F. Daly, for the Owl and Oyster Grill Room; Jose F. Saavedra, for the Hotel America; Hans Weimann, for the Cafe Restaurant Weimann (Mr. D'Almada e Castro appeared for this applicant); Paul Wissing, for the German Tavern; and Frederick Bishop, for the Connaught House Hotel. With reference to the licences of the King Edward Hotel and the Peak Hotel, the applicants did not appear owing to their absence from the colony. Their representatives were present, and informed the Court that each of the applicants would return to Hongkong before the end of November. On arrival here, when they make application to the Court, the licences will be granted, but should either of them fail to appear, the said hotels will be unlicensed.

REGISTRATION OF CHINESE PARTNERSHIPS.

Replying to the letter on this subject, which we republished recently from the *Straits Times*, another Singapore correspondent says:

"An Importer" does not appear to have quite grasped the object of the bill. Its primary object is not to "ameliorate the financial conditions of the bazaar" nor even to reduce the number of failures, though no doubt in time it would have the effect of doing both, but, in the case of failures, to protect the Public from bogus firms, "long firms," and firms, purporting to have well-known men of means in partnership, but who are discovered to be no longer partners when the pinch comes. "An Importer" will have no difficulty in supplying many examples of these from his own experience.

I think that the fear entertained by "An Importer" that such an act would drive away capital is purely imaginary. Capital is not so easily scared off when there is a chance of profitable investment. It might have the effect of driving away a number of "chops" that at present enjoy a parasitical existence without capital, but surely that would be no loss to the community. Nor need the simple investor have any fear. He will still be able to deposit his money with any "chop" he favours, either at a fixed rate of interest or at a stated percentage of profits, and his liability will be quite limited so long as he is not registered as an active partner in the business. It would be a loan pure and simple and the public would not be deceived.

What is the particular "difficulty" in the way which "An Importer" makes so much of? Will it be any more difficult for the partners in an honest chop to fill up a form left at their "Kedeh" for instance than it is for them to fill up at present a Horse and Carriage tax schedule? This difficulty does not prevent our Towns owning their carriages and pairs. Mr. Saunders suggests Registration should be introduced gradually. No doubt the Chinese will not like it at first. But are we not inclined to pamper the Chinaman a little too much? The Chinaman is no fool. He knows "on which side his bread is buttered." He naturally resents any interference with his present enormous privileges, but he has a big slice of the fat things here and he will not be so easily frightened away.

THE CANTON-MACAO RAILWAY.

SINO-PORTUGUESE COMMERCIAL TREATY.

We are informed that the Portuguese Consul-General here, Senhor Conselheiro Romano received a telegram on Saturday afternoon from the Portuguese Minister, Senhor Castello Branco, now in Shanghai, to the effect that the concession for the Canton-Macao Railway had been granted by China to the Portuguese Government. The same telegram also conveyed the news that a commercial treaty between Portugal and China had been signed. This treaty, we understand, embodies also the delimitation of the frontier of Macao, the vexed question which has been engaging the attention of the Portuguese Government for a long time.

COMING EVENTS FORESHADOWED.

A Canton despatch states that the Wuchou (Kuangsi) authorities are in great anxiety at present owing to the manifest discontent of some 18,000 troops quartered in Chingyuan and Liuchou prefectures, caused through the non-payment of their wages. It appears that owing to the absence of funds with the provincial authorities at Kueilin, the troops mentioned above have not been paid for the last two months, that is to say, the Government owes them \$16 each; nor has warm clothing been distributed to them with the approach of the cold weather. On the 29th ultimo the discontent of the troops culminated to the point of open rebellion, which so scared the authorities of the cities in the vicinity of the encampments that they promised the soldiers to raise funds to pay them if the provincial authorities failed to do so by a certain date. When the day came with no money coming from Kueilin, the trembling mandarins hastily scraped together

as much as they could to quiet the discontent, but so poor was the state of their finances that they could just collect enough to dole out only fifteen cents to each soldier, with a promise of supplying them with more in a few days as well as warm clothing specially sent for from Canton.

The above is a fair specimen of the impoverished condition of Kuangai and the frail hold the officials have over their soldiers.

RAILWAY CONSTRUCTION BY CHINESE.

The two paragraphs below are taken from the official *Gazette* of Tientsin:—

Taotai Chang Chia-cho has obtained permission from the Governor of Kiang-si and the Board of Commerce to construct the Nanchan-Kukiang railway with a capital of Tls. 2,000,000. Owing to lack of funds the promoter will be allowed to commence a railway lottery at Nanchang.

Taotai Chiang Chia-chü, a wealthy native of Kiangshih, has in company with two other well-to-do Chinese merchants obtained sanction to construct a railway from Ku-kiang. The name of the line will be the Kui-Nan railway and the capital will be subscribed by wealthy Chinese.

The Chinese authorities at An-king, says a native paper, have founded a mining company called the Hua-ying An-yu Kung-shih, or the British and Chinese prosperous corporation, to work a copper mine. The English director is Sir John Lister Kaye and Taotai Wang is the Chinese director. The work will be commenced early in the spring on the arrival of the machinery from England.

In order to facilitate intercourse with foreigners the commissioner of police at Changsha, Hu-nan, has engaged the services of an English police expert from Shanghai who is now acting as superintendent in charge of the police allotted for policing the trading centre outside the city.

CHINESE SIGNBOARDS.

The following is a translation from Chinese of a notice issued by the Registrar-General.

Signboards other than those of Chinese design and of Chinese characters are not allowed to hang above the roads and the side passages.

Chinese signboards should be hung at least seven feet above the roads.

No Chinese signboards are allowed to hang above the small passages having covers.

Chinese signboards hanging above the small passages where there are no balconies and verandahs should be at least seven feet above the ground.

Chinese signboards of houses where there are balconies should not be two feet more than the width of the balconies above the roads.

Chinese signboards outside houses where there are small verandahs should not be hung more than one foot six inches longer than the width of the verandahs.

Chinese signboards must not be more than one foot and two inches wide.

Other signboards, as those of the pawnshops, must be made according to the usual form.

Any person violating the above regulations will be prosecuted under the Health and Buildings Ordinance.

FATAL FIGHT AT KOWLOON.

A fight occurred with fatal consequences at the Kowloon Godowns on Saturday.

It appears that one of the Godown coolies and a launch coolie had a row over the removal of some goods and the launch coolie maltreated the other to such an extent that the man's wounds have since proved fatal.

Sometime elapsed before the matter was reported to the Police, so it is feared that the launch coolie has made good his escape into Chinese territory.

On November 9th a band of pirates attacked a junk in one of the creeks in the New Territory. The junk escaped but one of the crew was shot in the thigh. On admission to the Civil Hospital, it was found that the bone was badly shattered.

THE HONGKONG STEAM WATER-BOAT CO., LIMITED.

The report for presentation to shareholders at the fourth annual general meeting to be held on Friday, the 25th inst. is as follows:—

The Consulting Committee beg to submit to the shareholders the annual report and accounts for the year ended 30th September, 1904.

ACCOUNTS.—It is with pleasure that the Committee are able to announce an increase in the earnings, over those of last year.

The net profits after paying all working expenses, are \$24,346.42 and after deducting Interim dividend, and Consulting committee fees, and adding balance brought forward from last account, interest and scrip fees, there remains a credit balance of \$20,147.42, which with the approval of shareholders, it is proposed to appropriate as follows:—

Final dividend of 7 per cent.	
making 14 per cent. for the year	\$5,250.00
Bonus of 5 per cent.	3,750.00
Place to reserve fund	2,500.00
Write off goodwill	2,000.00
" " boats	6,307.4
" " furniture	10.50
" " Wanchai staging	100.00
Carry forward to new account	229.88
	\$20,147.42

GOODWILL.—This has now been entirely written off.

BOATS.—These are all in excellent condition. RESERVE FUND.—Your Committee deem it prudent to inaugurate this fund to further strengthen the Company's position.

CONSULTING COMMITTEE.—Messrs. Chan Siu Ki & Francisco Tsze Yat, retire, and being eligible offer themselves for re-election. In terms of the purchase by this company, of the Water Business of Messrs. Lane Crawford & Co., a member of that firm becomes one of the Consulting Committee, and Mr. A. H. Skelton has therefore joined. In consequence of the expansion of the Company's business it has been deemed advisable to further aid to the Committee and Mr. G. C. Moxon has been invited to become a member.

AUDITORS.—Mr. W. Hutton Potts being absent, the accounts have been audited by Mr. F. Maitland, who offers himself for re-election.

CHAU SIU KI,
Chairman.

The accounts are as follows:—

BALANCE-SHEET.

30th September, 1904.

LIABILITIES.	
To capital 7,500 shares of \$10 fully paid	\$ 75,000.00
To accounts payable	2,243.74
To unclaimed dividends	363.10
To profit and loss	20,147.42
	\$97,754.26

ASSETS.	
By cash in hand	\$ 602.53
By Hongkong and Shanghai Bank	26,467.20
By value of boats as per last report	\$7,548.74
Less amount written off	4,478.37
	63,07.37
By furniture per last report	191.9
Less written off	91.9
	\$100.00
Since added	10.50
	110.50

By Wanchai staging per last report	\$150.00
Less written off	50.00
	100.00
By sundry debtors	5,343.57
By goodwill per last report	\$7,225.00
Less written off	5,225.00
	2,000.00
	\$97,754.26

PROFIT AND LOSS ACCOUNT.

Dr.	
To following amounts appropriated per last report final dividend for 1903	\$4,401.00
Written off goodwill	5,225.00
Written off boats	4,478.37
Written off furniture	91.9
Written off Wanchai staging	50.00
	14,235.46
To interim dividend for 1904 paid	\$5,250.00

To Consulting Committee half year	\$75.00
	\$6,625.00
To Consulting Committee and auditor	415.00
Balance to be appropriated as follows:	
Final dividend of 7 per cent.	\$5,250.00
Bonus of 5 per cent.	3,750.00
Place to reserve	2,500.00
Written off goodwill	2,000.00
Written off boats	6,307.04
Written off furniture	10.50
Written off Wanchai staging	100.00
Carry forward to new account	229.88
	20,147.42
	\$40,582.88

Cr.	
By balance brought forward, 30th September, 1903	15,884.27
By interest	315.19
By scrip fees	7.00
By balance of working account	24,346.42
	\$40,582.88

CORRESPONDENCE.

THE NAVAL YARD SMOKE.

TO THE EDITOR OF THE "DAILY PRESS."

SIR,—During the past two days I have been attempting to see a cricket match. From the sounds which reached me I gather that at least two or three others were on the same errand bent. My own efforts in this direction were as a rule unproductive of results owing to dense volumes of smoke which rolled over the cricket ground. Someone suggested that the French mail had arrived,—but enquiry elicited the fact that she was not even due. Others averred that the Naval Yard was responsible and this appears to be the only satisfactory explanation of the origin of the "reek."

Sir, I ask you to inform me whether or not I, as a private citizen, would be allowed without penalty to incommode the community in this manner? If not, is there any reason why the gentleman detailed to look after these matters should not bring up the Naval authorities with a "round turn" and compel them to abate this nuisance?—I enclose my card, and beg to remain, very faithfully yours,

CIMMERIAN.

TO THE EDITOR OF THE "DAILY PRESS."

VICTORIA RECREATION CLUB REGATTA.

SIR,—I have just had an opportunity of seeing a programme of the forthcoming regatta, which announces that out of thirteen races five are open to clubs other than the V.R.C., under certain conditions. These conditions this year are somewhat extraordinary at any rate for Hongkong. The condition to which I wish to call attention more particularly is attached to each of the five open races, and is that the race is to be rowed in boats, the property of the competing club or unit. Which means, that any club possessing a superior racing boat would have an immense advantage. There is no time now for any club to have a boat built before the regatta, and the fact that the V.R.C. have had them built would lead all to suppose that the condition had been framed to suit that circumstance. It has been the custom in past regattas that if a competing club elected to row in its own boat, for the opposing clubs to have the option of rowing in similar boats possessed by the competing club so electing, in which case the boats to be drawn for and in the case of at least one of the five races, the Challenge Cup, or perhaps better called the Inter-club Challenge Cup, this is one of the conditions laid down by the donor (the Hon. F. H. May), and which cannot be set aside without his permission. The next race calling for special remark is the International Challenge Cup, and to tack such a condition to this race is absurd. It is not an inter-club race, but is open to any national crew in the Colony, and the Hongkong Club, I am sure, would be glad to lend a boat to any crew who wished to compete, and which need not be composed of members of any club. I do not know the conditions attached by the donors of this cup, but I think

that in this instance they are being broken in the spirit if not the letter. The ladies' prize is this year to be open to members of the V.R.C. only; it was not always so, and it is well that the ladies who are subscribing should be made aware of the fact. It should not be forgotten that the expenses of the Regatta are defrayed almost entirely by public subscription, and the V.R.C. is no longer the representative rowing club of the Colony. It would be more sporting, and better policy, if the V.R.C. made the ladies' prize an open race, at least for Hongkong Clubs, and that the other five open races were run under the same conditions as to boats as the Inter-club Challenge Cup.—Yours truly,
C. H. GALE.

CRICKET CARNIVAL.

TO THE EDITOR OF THE "DAILY PRESS."
SIR,—During the present cricket festival, when so many renowned rotaries of the willow have gathered together in Hongkong, it would not be out of place to throw out a suggestion for a future carnival on a much more extensive and attractive scale, if it could be arranged. Bombay is the home of Indian cricket and owns a number of excellent cricketers, both English and Native. Among the latter, the Parsees have proved themselves the champions, and no single European gymkhana or club can beat a representative team of Parsees. When Lord Harris, himself a keen cricketer, was Governor of Bombay, he hit upon the idea of arranging every year a match to be played between the best English cricketers of the whole of the Bombay Presidency and a representative team of Parsees, the last of which kind of match was played on the ground of the Bombay Gymkhana about three months ago, and the Parsees were victorious. This is now an annual fixture, and during the three days of the game nearly twenty thousand eager spectators gather together on the ground to witness the contest. Thus far, our interport fixtures have been confined to the Straits only, but if the organizers could arrange for the next year to invite a Parsee team that every year plays the Presidency to play against a combined team of the Far East (Colombo included), there would be a spectacle worth witnessing, the like of which Hongkong, which should be chosen as the centre, has never seen before and which keen cricketers would ardently wish for every year.—Yours, &c.
PARSEE.

LI HUNG-CHANG ON THE MANCHURIAN QUESTION.

The *Times* states that it has received from a trustworthy source the following summary of a letter, written by Li Hung-chang on September 30th, 1904, a few weeks before his death—to Yung-lu, then one of the most influential of the Empress-Dowager's advisers. The Russian Government was at the time again pressing China to agree to a convention practically regularizing the situation in the Manchurian provinces which had been occupied by the Russian forces in the autumn of 1900 under cover of the Boxer movement. This proposed convention, like the first one, which had been rejected by the Chinese Court in April, 1901, under pressure from Japan as well as from the great Yang-tze Viceroy, met with very strong opposition from the same quarters. The Dowager-Empress was then travelling back to Peking from Singhan-fu, whither she had fled after the occupation of Peking by the international forces. Li Hung-chang, whose health was rapidly failing, doubtless wrote this letter to his colleague in the Imperial train for the purpose of helping him to hasten the Empress's decision in favour of the Russian demands.

The letter was to the following effect:—Many Chinese officials contend that Manchuria must on no account be abandoned to Russia. Those who hold this language do not understand the present circumstances and are unable to look into the future. If we leave the Russians in possession of Manchuria no serious harm will ensue, for in that case friction will arise between Russia and Japan on the frontiers of Korea, and a conflict is bound to break out between the two rival Powers. In the event of war, should things take an unfavourable turn

for the Japanese, it will be our business to join the Russians, and help them to crush the Japanese, thus establishing a claim upon the gratitude of Russia, who, retaining Korea for herself, will give back Manchuria to China. If, on the other hand, the Russians are unable to withstand the Japanese, we can join with the latter and help them to drive the Russians out of Manchuria without running any grave risks, whilst in present circumstances it might be difficult for us to recover possession of it. England, it is true, attaches great importance to the Manchurian question, but that is not a consideration that can carry much weight with us, for England cannot employ force. Germany is neutral, France is a mere distant spectator, and America maintains silence. Our Viceroys in the South who hold other opinions have no knowledge of the diplomatic situation. I therefore beg you to take the greatest pains to prevent their views reaching the Dowager-Empress. I cannot live much longer, and I can only implore you to go on acting in accordance with my principles. In this you will receive valuable assistance from Yuan Shih-kai.

THE "CHUNSHAN" WRECKED.

The *Chunshan* is a wreck at the Hinan Heads. The steamer, while on a trip from Hongkong to Swatow with a cargo of coal, struck on the Banks. So far all efforts to get her off have proved unavailing, and it is said that the vessel is a total wreck. This is a steel screw steamer classed 100 A 1 at Lloyd's; was built at Newcastle in 1888; length, 285ft.; breadth, 36ft.; depth, 24ft.; gross tonnage, 1,999, and net tonnage, 1,282.

HONGKONG.

The appointment of Wm. Russell as second Assistant Government Marine Surveyor at Hongkong has been confirmed.

The late Mr. Stuart Harrison's yacht *Thistle* was sold at auction for \$505, the purchaser being Mr. Hankey.

H.M.S. *Thetis* arrived here from Weihaiwei Nov. 11, and H.M.S. *Rinaldo* left on her homeward voyage.

Gunners W. A. Sims and J. Smith have been permitted to resign from the H.K.V.A.; Mr. H. L. Garrett has joined.

Gunners J. F. C. Macdonald and J. H. Harvie have been transferred from the H.K.V.A. to the Volunteer Reserve.

The oyster season at Deep Bay has commenced. A large number of natives are occupied in gathering the oysters, which are sent to Hongkong daily by launches.

There is a vacancy for an emigration interpreter and clerk in the Registrar-General's office. The salary is \$720 a year, rising by biennial increments of \$60 to \$1,200.

All statutory declarations made since the 4th day of September, 1893, shall be exempted from liability to bear any stamp duty under any Ordinance for the time being in force in this Colony.

Messrs. W. Inglis and P. C. Potts have joined the Volunteer Troop; Mr. Gillingham has resigned. Gunner J. P. Jordan, of the Volunteer Artillery, has been transferred to the Volunteer Troop.

Return of visitors to the City Hall Library and Museum for the week ending the 13th November, 1904, were 273 non-Chinese and 168 Chinese to the former, and 134 non-Chinese and 1,853 Chinese to the latter institution.

One Chinese died of plague within the forty-eight hours ending Nov. 14. The total number of cases since December 31st is now 501, with 486 fatalities. The cases of enteric (nine) include one European from Weihaiwei. The other eight (Chinese) all died.

We regret to have to chronicle the death of Mr. F. D. Guedes of the old firm of printers and "Express" publishers of Guedes and Company, which occurred on November 12th at his residence, No. 5, Woodlands Terrace. The cause of death was cerebral hemorrhage. Mr. Guedes was unwell for some time, but his sudden demise was quite unexpected. He was 58 years old. Mr. Guedes leaves only a wife to mourn his loss, having no children. His funeral took place yesterday afternoon, and was very numerously attended.

The marriage of Miss Alice Des Voeux (daughter of a former governor of Hongkong) to Captain Sir Thomas Montgomery Cunningham was appointed to take place on November 1, at the Church of St. Peter, Eaton-square.

Owners of yachts not members of the Royal Hongkong Yacht Club are complaining of being debarred from entering their yachts at Regatta. In former years all comers were allowed to enter, but this year the privilege has been restricted to members of the Royal Hongkong Yacht Club. A correspondent asks, why?

A cheque for \$9,000 made out in favour of Messrs. Jebson & Co., and endorsed by them, was stolen on the 8th October last and has since been cashed. A reward of \$1,000 is offered by the Police for information leading to the arrest and conviction of the persons guilty of stealing or embezzling the proceeds. An advertisement to this effect appears in our advertisement columns to-day.

The firing of salute guns in the harbour on the 17th inst. denoted the arrival of the German flagship *Furst Bismarck*, with Admiral von Prittwitz and Gaffron on board. The Admiral was received by Dr. Kruger, Consul-General for Germany, and in his company proceeded, under a guard of honour of the Sherwood Foresters, to pay his respects to H. E. the Governor. The Sherwoods, by the way, looked very smart in their winter red.

The following are the returns of the average amount of bank notes in circulation and of specie in reserve in Hongkong, during the month ended 31st ult.:

Banks.	Average.	Reserve.
Chartered Bank...	\$ 3,619,177	\$2,300,000
H. K. & S. Bank...	11,658,202	7,000,000
National Bank...	403,724	150,000

Total \$15,681,103 \$9,450,000

There was only one bidder at the Public Works Department on Nov. 14th, for the lot of Crown land near Hok Un, known as Kowloon Marine Lot No. 86. It is for the term of 75 years, commencing from the 23rd of July 1900, with the option of renewal at a crown rent to be fixed by H. M. Surveyor for a further term of 75 years. The lease was sold to Mr. Shelton Hooper at \$50 above the upset price of \$10,612.

Nov. 11th being the anniversary of the birthday of His Majesty, King Victor Emmanuel III. of Italy, Chevalier Z. Volpicelli, Consul-General, was "At home" from 11 a.m. till noon, when his Consular colleagues, the Italian community, and many foreign friends called at the Consulate. H. E. the Governor, H. E. Major-General Villiers Hatton, and Commodore Dicken were represented by their Aides-de-Camp. The King of Italy is 35 years of age.

On Nov. 11th Dr. J. Lukban gave a ball at his residence in Wyndham Street in honour of the following Filipino gentlemen who are proceeding on their way from the United States to Manila:—Governor Pimental of Camarino, Senor Moreno, Dr. Rojas, Letrado Sumulong (late editor of *Democracia*, published at Manila, the organ of the Federal Party), Governor Santos of Nueva Exija, and Attorney Sigson of Locos Sur. A large number of guests were present, and the evening was very pleasantly spent.

Bro. H. Wolfe has been presented with a Past Master Jewel at United Service Lodge. Bro. H. Baker was at the same meeting elected to be Worshipful Master for the ensuing year; Worshipful Bro. Hoile, treasurer; and Bro. J. Vanstone, tyler. Zetland Lodge paid an official visit to St. John's Lodge on the 12th inst. At St. John's Lodge meeting on same day Bro. J. L. Cotter was elected to be Worshipful Master; Bro. A. Ritchie, Treasurer; and Bro. Vanstone, Tyler for the ensuing year.

As Sergeant-Major Gulab was proceeding in the launch *Hung Hung* on the 15th inst. to inspect a police station at Tung Chung in the New Territory, he noticed a fishing junk capsize near Castle Peak. On steering his launch towards it he heard cries of "Save life." When he reached the junk he found that it had nearly sunk, and that he was just in time to rescue four of the crew. He took them on to the Tung Chung station, and brought them back to Hongkong yesterday morning. At the time of the accident the junk had all sail set, and the wind striking her full abeam she went over and filled with water before she had time to right.

The monthly rainfall at the Observatory to the end of October with the means and extremes for 20 years was as follows:—

	1904	Mean.	Max.	Min.
January	0.12	1.32	8.43	0.00
February	0.21	1.86	7.95	0.02
March	3.76	2.63	10.43	0.17
April	1.91	5.56	14.89	1.84
May	7.70	13.43	48.84	1.15
June	19.64	16.80	34.37	2.34
July	7.23	13.32	28.24	4.57
August	27.64	14.22	27.87	5.20
September	9.77	8.21	19.11	0.63
October	2.00	4.73	17.87	0.01

The year's rainfall to the end of the month amounts to 79.97 inches, the 20 years mean for that period being 82.08 inches.

A sailor appeared before Mr. H. H. Gompertz at the Police Court on the 17th inst. to answer a charge of disorderly conduct. Some time ago this man was dismissed from the *Algerine*, and for several months was "on the beach." He complained to His Excellency the Governor, through whose influence he was reinstated on one of H.M. ships to be discharged on returning to England. He had finished only 90 days' time on the *Tamar*, when on Wednesday night he gave cause for the present charge to be brought against him. He assaulted some lunkers, and a European constable appeared on the scene to take him to the police station. But this was a difficult task, and it was not till a picket arrived that the constable could succeed. The police gave him a bad character, and a Naval officer present verified their statement. A fine of \$15 was inflicted; in default six weeks' imprisonment.

FAR EASTERN ITEMS.

Two of Shanghai's most prominent sportsmen—Messrs. C. R. Burkill and W. J. Tyack—left for Home by the last German mail.

Dr. Ellinger of Java thinks he has proved the mosquito "not guilty" of conveying malaria. He has succeeded in rearing malaria germs.

The *doyen* of the Ceylon clergy, the Rev. P. Marks, Army Chaplain, died on October 29th. He had been 38 years in Ceylon.

The rice crop in the Kashing district of China is said to be very poor, and there is considerable distress among the rural population.

Mr. and Mrs. H. G. Dowler of Shanghai are not returning to the East, Mr. Dowler having joined the London office of Messrs. John Swire & Sons.

The Shanghai mandarins have decided to make a broad horse road right round the native city, outside the wall. The work is to be done by the soldiers.

Hon. Alexander Murray, M.E.C., Straits Settlements, and Mr. Granville J. Altman, British North Borneo, have been elected Fellows of the Royal Colonial Institute.

We regret to learn from Japanese papers of the death of Captain Armstrong of the O. and O. steamer *Coptic*. He died at Yokohama on the 2nd inst.

From a law report in the *N.C. Daily News* we learn that a gentleman named J. L. Snowdon resisted a claim by the Central Stores, Ltd., for \$88.75 for chits. His defence was thus indicated in our contemporary:

Professor D. Gustav Fritsch, Private Councillor of the Medical Department of Germany, is on a Government mission round the world, testing the vision of various aborigines with a view to finding out, no doubt, if the power of the European eye is deteriorating.

Tiah Liang, the "collecting commissioner" for the Army Re-organisation Fund, made such a clean sweep in Soochow that there was no money left to pay official salaries. Urgent representations to Peking evoked a Rescript bidding him to be more circumspect in discharging his duties.

The Baron von Tex. Heart, of Messrs. Grote & Co. of Kongmoon, the West River port, kindly informs us that the King's Birthday was royally celebrated there by two members of the F.M. Customs Staff, the leading officials, the Commissioner, and the Baron himself. The Consul was away. The Baron is not a Britisher, but he boasts blood-relationship to His Majesty, being of the House of Saxe-Coburg Gotha.

The crew of the torpedo-destroyer *Riesstelin*, including the commander, arrived at Woosung in the *Vorwarts* on the 5th inst. and are now interned on the *Mandjour*, with the exception of the commander, who has disappeared. He is supposed to have got on the outgoing German mail steamer.

A correspondent of the *N.C. Daily News*, writing from Chengchowfu, Shantung, states that a large piece of land in Chouts'un, near the railway station, has been measured off to form the foreign concession at this new treaty port. A very successful ball was given by the St. George's Society in the Town Hall at Shanghai in honour of His Majesty's birthday.

The third issue of Domestic Bonds in Japan to the amount of 80,000,000 yen has proved very successful. The amount applied for in Tokyo alone up to the 2nd instant, the *Kobe Chronicle* says, reached the large total of 105,374,750 yen; and in Osaka up to the 4th instant 15,653,550 yen. The amount applied for in Kobe up to that date was 537,785 yen.

A detail of sixteen armed Chinese sailors from the cruiser *Chingtsing* is now stationed on the Chinese Eastern Railway Wharf, at Pootung, opposite Shanghai, to patrol outside the place of internment of the crews of the Russian cruiser *Askold* and destroyer *Groszovoi*, strict orders having been issued by the Commander of the Chinese cruiser to his men to prevent all intercommunication between the Russians and natives living in the vicinity.

A wedding was celebrated at the Roman Catholic Church, Shameen, the other day, when the Rev. Father Millet married Mr. J. C. H. L. Smith, Chief Engineer of the s.s. *Nanning*, to Miss Mary Annie Carroll, eldest daughter of Mr. J. Carroll, late of the P.W.D., Hongkong. Miss Daisy Carroll, sister to the bride, acted as bridesmaid, Mr. R. Smiles, chief engineer of the s.s. *Lintan*, gave the bride away, and Mr. Young, of the I.M.C., Samshui, acted as best man.

The following prices were realised at the Shanghai Horse Bazaar Race Auction, held last Wednesday evening:—Jock Scott, 175; Honeysuckle, 170; Hollywood, 165; Kestrel, 165; Wabeno, 150; Effendi, 145; Comanche, 135; Great Scott, 130; Blizzard, 130; Edway, 125; Cyclone, 150; Scharzberger, 115; Totila, 115; Massasoit, 110; Olry, 110; Diplomat, 105; Malacca, 105; Culvert, 105; Mum, 95; Cadzow, 95; Adonis, 85; Gratitude, 85; Good Idea, 85; Flying Scud, 75; Confidence, 65.

Only a few months have elapsed, says the *Foochow Echo*, since we chronicled the marriage of Dr. MacKenzie of Fuhning and Miss Aston of Hinghua, and now we regret to record Mrs. MacKenzie's death, which took place at Fuhning on Oct. 26th after a short illness. The body was brought to Foochow by boat, and the funeral, which was largely attended, took place on Monday afternoon. Messrs. Lloyd and Pakenham-Walsh officiating. We feel sure that Dr. MacKenzie has the sympathy of the entire community in his bereavement.

Yuan Taotai of Shanghai has made a selection of about ninety of the most physically fit members of the Hu Chun, or Garrison, of Shanghai city for the purpose of forming them into the nucleus of a Military Police Force for the native city and district of Shanghai. These men will first be trained in a Military Police School which has been lately established on the Japanese model. The increase of brigandage and the audacity of gangs of desperadoes in robbing residences within the city walls has been the cause of stirring up the local native authorities, who were first brought to a sense of their responsibilities by H.E. Governor Tuan Fang when the latter took over his post in Soochow a few months ago.

A Soochow despatch states that complaints having been lately received by H.E. Acting Viceroy Tuan Fang that some foreigners have made an appearance in certain non-treaty ports, some for the purpose of opening hongs and others on an errand of collecting debts, owing by Chinese to Chinese residing in inland cities, His Excellency has instructed the Customs Taotais in his jurisdiction to protest to the Consuls of the foreigners concerned on the ground that such conduct is contrary to Treaty, and notifies that Chinese officials intend to enforce the Treaties by arresting such trespassers and sending them back under escort to the nearest treaty ports.

The anti-foreign demonstrations in Wuhu have ceased, and the feeling seems to be subsiding.

The ups and downs of street perambulation in Hongkong are a sore trial to the short-winded; but it should not be forgotten that they prevent the motor car nuisance, which Shanghai appears to be suffering. The *Daily News* writes "of the almost daily accidents and the hourly 'narrow shaves' we all experience."

The s.s. *Sikh* has left Chinwantao for Durban direct with 1,890 coolies on board. The s.s. *Lothian* will be the next boat to leave for Chinwantao, and will be followed by the s.s. *Ikal*, which vessel will call at Chefoo and Chinwantao for coolies. The s.s. *Ascot*, which has been temporarily released from the charter, is making a trip to Japan with general cargo.

There has been a big earthquake in Formosa, of which meagre details are to hand. There is a very large list of casualties. The earthquake occurred on the 6th instant. It was most severe in Central Formosa. The first report says that one hundred and fifty-four houses collapsed, thirty-three partially collapsed, 78 people were killed, and 23, including foreigners, wounded, in the Kagi district alone.

The defendant admitted the claim, but said he wished to take refuge under the Tippling Act. His Honour said from that he understood that defendant was a tippler and needed protection from tippling. Defendant admitted this and said that the chits given were mostly for spirituous liquors, though there might be a few cigarettes. Defendant said the summons was simply taken out because plaintiffs had heard he was going away to Hongkong and they thought he was not coming back. He thought about \$5 of the above amount was for cigarettes.

In the latest official report on Weihaiwei it is lamented that "no marriages have taken place there since its occupation by the British Government." The clergyman has since had his opportunity. Police Inspector Young has recently been married there to Miss M. M. Williams, formerly of Shanghai, and the occasion was fittingly celebrated, among those at the reception being His Honour the Commissioner (Mr. Stewart Lockhart), Col. Bruce, and Capt. Dent of the Chinese Regiment, Mr. R. F. Johnston, Mrs. Tomes and many others. The Commissioner submitted the principal toast.

An advocate at Shanghai, Mr. F. Ellis, recently made a rather finely drawn distinction at the Mixed Court there. He had accused a police witness of making a deliberately false statement. In obedience to a request of the Court, who showed him that he was wrong, Mr. Ellis "unreservedly withdrew" the remark, but added "But I don't apologise to the police."

Our contemporary at Shanghai, the *N.C. Daily News*, has caught one of its compositors conveying proofs of telegrams from the office. There had been a leakage of telegraphic news. The man, who had seven years' service to his credit, was let off with a ten dollar fine, and dismissed. If one of the other papers was thus obtaining costly news, as is suggested in our contemporary's caption, "An unauthorised news agency," it was a most dishonest and reprehensible bit of enterprise.

It can, I am sure, writes the *Foochow correspondent* of the *N.C. Daily News*, be safely claimed that the Foochow Imperial Post Office occupies one of the finest, if not the very finest offices of this character in all China. It is in every way adapted to handle the large amount of mail matter that passes through this provincial capital. Six local offices and thirty-five inland offices and agencies are operated from this central station, in addition to the work of handling the mails of our own business hongs, foreign community, etc. This fine new Post Office is an achievement of Mr. Wm. Henne, who is in charge of it, under the general superintendence of our honoured Commissioner of Customs, Mr. E. C. Drew, who, I understand, secured the "sinews of war" to carry out the project. In addition to his many other duties, Mr. Henne has trained up an efficient force of postal clerks, most of whom are graduates or former students of the Anglo-Chinese College at this place, others being from the Foochow College in the city. The valuable services rendered by Mr. Drew and Mr. Henne in securing such postal conveniences and efficiency cannot fail to be highly appreciated by all concerned.

TRADE ITEMS.

The steamers *Ranmoor*, *Saladin*, 1,140 tons net, and *Hermes* have been sold to Japanese.

Messrs Benjamin, Kelly & Potts are telegraphically informed that the "Maatchappij tot Mijl, Bosch en Landbouwerexploitatie in Langkat" has declared a fourth quarterly dividend of 11s. 5 per share, making so far 11s. 35 for the year, payable on (probably) the 15th December next.

The Chinese Government is being memorialised to increase the tax on native-grown opium to one hundred taels per chest. Tieh Liang, the originator of the proposal, thinks thus to augment the funds for army reorganisation. There will be a strong agitation against the proposal by native merchants.

The *N.-C. Daily News* learns from Tientsin that H.E. Yuan Shih-kai, Viceroy of Chihli, has made a contract with Messrs. H. Mandl & Co. for eleven batteries, each six guns; Krupp 7½-centimetre quick-firing mountain and field guns, on recoil carriages, with 60 rounds of ammunition for each gun, complete. The contract price is said to be £210,000.

We are authorised to state that, subject to audit, the directors of the China Traders Insurance Company, Limited, will recommend at the forthcoming meeting of shareholders the payment of a general dividend of 18 per cent. (\$1.50 per share), a bonus to contributors of 15 per cent., to place \$50,000 to reserve fund, and to carry to underwriting suspense the sum of \$223,317.8.

The *Bulletin Economique l'Indo Chine* publishes a report by M. Fetterer, Chief of the Commercial Bureau at Hanoi, on the trade for 1903. Imports and exports are down to £325,000,000, being thus £70,000,000 less than the previous year, or 18 per cent., which is entirely attributable to the deplorable rice crop. The exports of this cereal fell from 144,000,000 to 76,000,000. Imports only fell about £11,000,000. The rice crop this year is expected to be much better.

H.E. Viceroy Chang Chih-tung has lately signed an agreement with the representative of a Kobe Shipbuilding Company for the immediate construction of a number of light draught gunboats and torpedo-boats, namely, six light draught gunboats, speed thirteen knots, at Yen 455,000 each, and four second class torpedo-boats, speed twenty-three knots, at Yen 300,000 each, or a total of Yen 3,930,000 for the ten vessels, to be delivered at Kobe within the period of twenty-six months. "Bargain money" amounting to Yen 560,000 was paid by the Chinese officials on the signing of the agreement.

The Norddeutscher Lloyd will alter the route of its New Guinea branch line in the following manner:—The Imperial Mail steamers *Prinz Waldemar* and *Prinz Sigismund* will henceforth follow the route from Sydney via New Guinea to Hongkong and Japan (instead of calling at Singapore) and take the same route back to Sydney. The first voyage according to the new schedule will be made by the *Prinz Sigismund* which left Sydney on October 29, and she is advertised to-day to leave Hongkong for Japan about the 22nd inst. At an interval of six weeks' duration, i.e. on December 10, the steamer *Prinz Waldemar* will follow. The steamers will call at Kobe and Yokohama.

Many residents during the past month have accepted the invitation of Messrs. A. S. Watson & Co. to inspect their new wine vaults which occupy the whole of the space underneath Alexandra Buildings. Here, to quote the words of the advertisement, "casks of sherry, hogsheads of whisky and brandy, pipes of port, and bottled wines maturing in bins and packed in cases ready for export may be seen in every direction as far as the eye can reach." We may see, moreover, the various processes of blending, bottling and packing which the demands from the firm's numerous branches, combined with the local consumption, maintain in constant operation. Unquestionably the firm has secured in Alexandra Buildings splendid accommodation for its extensive business, and the wine vaults are in keeping with the rest of the building—spacious, well-ventilated, and favoured with an unusual amount of daylight. When this falls the electric light is switched on. They are model vaults, and to quote the invitation again "are well worth a visit."

COMMERCIAL.

SILK.

CANTON, 22nd October, 1904:—Silk.—Sixth Crop. The number of Bales available for Export is 9,000 against 7,000 last year. The quality and colour are better than 5th crop. Long-reels.—During the past fortnight buyers for Europe have shown much eagerness, and have booked about 2,000 Bales in various grades and sizes. The demand for 9/11 and 10/12 continues in excess of supplies, and Reelers are reluctant to accept forward contracts even at higher prices. There are still buyers of Natives 11/13-13/15-14/18 at steadily increasing rates. From Sales made in different crops we quote: Fil. Wing Cheong Sing, 11/13, at \$915; Sun Yue Lun, 9/11 at \$920; Yee Wo Loong, 10/12, at \$910; Miu Lun On, 10/12 at \$880; Chee Chung Wo, 11/13 at \$875; Wa Lun Cheong, 16/18 at \$785; Wai King Wo, 18/22 at \$760; Soey Wo Cheong, 11/13-13/15-14/18 at \$767½; Yuen Cheong, 11/13-13/15-14/18 at \$760. Short-reels.—With the exception of from one or two quarters, buyers have generally retired from the market. The American demand rules dull; and some Reelers have stopped producing Short-reels in order to replace them by Long-reels. Waste Silk.—Has been in better demand, and buying has been resumed on a moderate scale. Value in the interior have further advanced, and are beyond the reach of foreign Buyers. Producers are holding up their stocks in view of Dealers having to find cover shortly for their forward contracts.

* By "Natives" or "Market Cargo" we mean "Best 3me ordre" and Rom. "3me ordre."

SUGAR.

HONGKONG, 18th Nov.—Same demands having come forward the prices are advancing.

Shekloong, No. 1, White.....	\$8.35 to \$8.40 pels.
Do. " 2, White.....	7.45 to 7.50 "
Do. " 1, Brown.....	5.95 to 6.00 "
Do. " 2, Brown.....	5.80 to 5.85 "
Swatow, No. 1, White.....	8.30 to 8.35 "
Do. " 2, White.....	7.35 to 7.40 "
Do. " 1, Brown.....	5.75 to 5.80 "
Do. " 2, Brown.....	5.60 to 5.65 "
Foochow Sugar Candy.....	12.50 to 12.55 "
Shekloong ".....	10.45 to 10.50 "

RICE.

HONGKONG, 18th Nov.—The prices are the same as when last reported holders being firm.

Sagon, Ordinary.....	\$2.25 to \$2.30
" Round, good quality.....	2.30 to 2.35
" Long.....	2.60 to 2.65
Siam, Field mill cleaned, No. 2.....	2.30 to 2.35
" Garden, " No. 1.....	2.40 to 2.45
" White.....	3.80 to 3.85
" Fine Cargo.....	4.00 to 4.05

OPIUM.

HONGKONG, 15th November.—Quotations are:—

Allowance net, to 1 catty.	
Malwa New.....	\$1120 to \$1160 per picul.
Malwa Old.....	\$1220 to \$1250 do.
Malwa Older.....	\$1270 to \$1300 do.
Malwa V. Old.....	\$1340 to \$1380 do.
Persian fine quality.....	\$ 850 to — do.
Persian extra fine.....	\$ 885 to — do.
Patna New.....	\$1182½ to — per chest.
Patna Old.....	\$ — to — do.
Benares New.....	\$1132½ to — do.
Benares Old.....	\$ — to — do.

COAL.

Messrs. Hughes and Hough, in their coal report of to-day's date, state that five steamers are expected at Hongkong with a total of 21,000 tons of Japan coal. Since 4th November 25,000 tons of Japan coal, and 30,700 tons of Welsh coal have arrived, nearly all sold. The market is dull with small sales of Japanese. Quotations:—

Cardiff.....	\$18.00 ex-ship.
Australian.....	\$11.00 ex-ship.
Yubari Lump.....	\$12.00 ex-ship, nominal
Mitki Lump.....	\$10.0 ex-ship, nominal
Moji Lump.....	\$6.50 to 10.00 ex-ship, steady

COTTON.

HONGKONG, 18th Nov.—Small sales at a decline of \$½. Stock about 225 bales.

Bombay.....	\$28.00 to 30.00 per pcl.
Bengal (New), Rangoon and Dacca.....	30.00 to 31.00 "
Shanghai and Japanese.....	31.00 to 31.50 "
Tungchow and Ningpo.....	31.00 to 31.50 "

Reported sales 250 bales.

YARN.

Mr. Eduljee, in his report, dated Hongkong 18th Nov., says:—Demand from the country continues, and backed up by a moderate enquiry for the lower counts a quiet but steady daily business is being done, both in goods on the spot and to arrive, on the basis of last fortnight's value. Dealers have been forced to pay higher prices for spot goods, as deliveries under their late contracts are not up to time, and stocks have run very short. Fairly large orders have been booked for favourite spinnings for delivery before China New-Year, and at the close we hear that further business is pending, but doubts are expressed as to the practicability of limits, they being cast very low. Stocks are by no means excessive and after allowing for unsaleable goods, must be considered within very narrow limits. The market closes steady.

Local Manufacture:—Local mill quotations are maintained and sales of 250 bales No. 10s at \$114, and 100 bales No. 12s at \$116 are reported.

Japanese Yarn:—Importations practically checked owing to high prices ruling in Japan. No business.

Raw Cotton:—Dealers have lowered their offers of New Bengals by about 50 cents to a dollar per picul, and no business has resulted amongst the natives. Our local mill, however, is in some evidence, and sales of 279 bales at \$30 have transpired. There has been nothing doing in old Bengal descriptions. In China kinds some 400 bales Thoongchow are reported to have changed hands at \$32 to \$31½. Stocks: New Bengal 75 bales, Old 250 bales and China 400. Quotations are New Bengal \$28 to \$31; Old \$28 to \$30; China \$31½ to \$32½.

Exchange on India has continued to advance and closes strong to-day at Rs. 140 for T/T and Rs. 140½ for Post. On Shanghai 7½, and Yokohama 92½.

The undernoted business is reported from Shanghai in imported and local spinnings during the fortnight ended 4th instant, viz:—

Indian:—There has been a better selection on offer and freer buying, total sales amounting to 10,500 bales, prices showing an improvement of one Tael in No. 20s and market closing firm. Estimated unsold stock about 32,000 bales.

Japanese:—A small but steady demand continues on the basis of Tls. 94½ to 98½ for No. 16s, and Tls. 98 to 103 for No. 20s.

Local:—Sales aggregate 6,000 bales No. 16s, on the basis of Tls. 93 to 96½, prices showing little or no fluctuations.

PIECE GOODS.

Messrs. Noel, Murray & Co's. Piece Goods Trade Report, dated Shanghai, 10th November, states:—The holidays might have continued another week so far as business in this department of the trade is concerned, for importers have had a deadly dull time of it, and there has been nothing in the way of exciting news to relieve the monotony. The only change of any importance is the advance in sterling exchange, and that has not helped fresh business, as there is no telling where it will stop. Some commiseration is felt for the operators who were thought to be in such a hurry to settle their forward exchange a few months ago, and it is certainly unfortunate for the holders of produce, which is coming in with some freedom from the country. Goods continue to be shipped freely to Newchwang in view of the probable early closing, but it is much feared that considerable quantities settled forward for that market will arrive too late for the direct steamers. The Pacific Mail S. N. Co. seem to have become alive to the importance of putting on an extra steamer at last, to come here practically direct, via Moji, for bunker coal. The steamer we understand is the s.s. *Alger*, which, unfortunately, is not a very fast boat and may only just possibly be in time. It is rumoured to-day that a steamer that was supposed to be due shortly from Tacoma, with a heavy cargo of American Cotton Goods for this Port, has had to put back "on fire." No particulars are obtainable, even the name of the steamer, so far as we can learn. It may possibly be the s.s. *Shawmut*, though the Agents here understood she was to be laid up for extensive repairs. Whatever it is the delay will cause a lot of annoyance and inconvenience here, the Northern merchants having already commenced to complain and hold out threats of claims for late delivery. Trade Marks.—This question remains in statu quo. The British Authorities here continue to assert that the questions raised are still pending, and this is confirmed by a reply received yesterday by the American Consul General to a telegraphic enquiry from him to Peking on the subject.

United State Presidential Election.—All who have the interests of that great nation at heart, as well as those who only have trade relations with her, must undoubtedly congratulate the People on the wisdom of their selection in electing President Roosevelt, under whose regime, as the Chief Executive, the country has made such world-wide progress during the last three years. Piece Goods.—Now the Tientsin steamers have got into difficulties through the sudden shallowing of the river Peiho several vessels are jammed outside the Bar and have to discharge into lighters, which means a three weeks trip instead of ten days, and tonnage here is consequently getting scarce, which is serious so near to the close of the season. Subsequent boats will probably discharge at Chinwangtao, which Port, we understand, is now available to other than the Mining Company's vessels. Hankow continues in the same unsatisfactory state, which is attributed largely to the adverse Exchange on this owing to financial troubles, or some complications in the Banking arrangement, very difficult for the lay mind to comprehend, especially when explained in pidgin English by a native! It does not appear to affect Szechuen, however, where a good demand is springing up both for Yarns and woven goods. Ningpo is commencing to look up a little, and is accountable for the better feeling displayed at the auctions for Cotton goods, in spite of the higher exchange. As regards the home markets, the tone in Manchester continues strong, manufacturers being, for the most part, quite independent as regards further buying for some time to come. Even in Fancies there is very little going through. Cotton is up in Liverpool to 5.44d. for Mid-American, Egyptian being quoted "nominal," whatever that means. Export for the last fortnight was 16,000,000 yards of Plain Cottons. There is no sign of giving way in the American market, the few transactions reported as having gone through for this market being at full rates. The demand for Indian Yarns has continued brisk, chiefly for the River markets and Szechuen, the No. 20s. for the latter showing an advance in prices. A large business has also been done in Japanese spinings to arrive at improving rates, with the rising sterling exchange the local spinings are likely to be out of it.

MISCELLANEOUS IMPORT.

HONGKONG, 18th November.—The prices ruling are as follows:—

COTTON YARN.—		per bale
Bombay—Nos. 10 to 20, ...	\$	90.00 to \$128.00
English—Nos. 16 to 24, ...		114.00 to 120.00
" 22 to 24, ...		120.00 to 128.00
" 28 to 32, ...		136.00 to 142.00
" 38 to 42, ...		155.00 to 170.00

Reported sales 9,000 bales.

COTTON PIECE GOODS.—		per piece
Grey Shirtings—6 lbs.	2.20	to 2.30
7 lbs.	2.35	to 2.50
8.4 lbs.	3.20	to 4.10
9 to 10 lbs.	4.10	to 5.50
White Shirtings—54 to 56 rd.	2.90	to 3.10
58 to 60 "	3.20	to 3.75
64 to 66 "	4.00	to 5.50
Fine 6.20		to 8.25
Book-folds 5.50		to 8.20
Victoria Lawns—12 yards	0.80	to 1.10
T-Cloths—6lbs. (32 in.), Ord'y.	2.25	to 2.50
7lbs. (32 ")	2.75	to 3.00
6lbs. (32 ") Mexs.	2.25	to 2.75
7lbs. (32 ")	3.00	to 3.25
8 to 8.4 oz., (36 in.)	3.20	to 4.00
Drills, English—40 yds., 13 1/4 " to 14 lbs.	5.25	to 8.00

FANCY COTTONS.—

Turkey Red Shirtings—1 1/2 to 8 lbs.	1.85	to 4.25
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		per yard
Brocades—Dyed 0.13 1/2		to 0.15
Chintzes—Assorted 0.09		to 0.18
Velvets—Black, 22 in.	0.23	to 0.55
Velveteens—18 in.	0.23	to 0.26

		per dozen
Handkerchiefs—Imitation Silk	0.60	to 1.00
WOOLLENS.—		per yard
Spanish Stripes—Sundry chops	0.70	to 2.00
German 0.60		to 1.50
Habit, Med., and Broad Cloths	1.00	to 3.50

		per piece
Long Ells—Scarlet, 7-10 lbs.	7.80	to 9.25
Assorted 7.95		to 9.40
Camlets—Assorted 13.00		to 31.00
Lastings—30 yds., 31 inches)	12.00	to 21.00
Assorted)		
Orleans—Plain, 31 in.	10.00	to —
		per lb.
Blankets—8 to 12 lbs.	0.60	to 1.60
Fine quality —		to —

HONGKONG QUOTATIONS.

HONGKONG, 18th November, 1904

Beans	\$4
Borax	\$15 @ 17
Camphor (China)	\$118
(Formosa)	\$—
Cassia (First quality)	\$22 1/2
(Second ")	\$15 1/2
" Oil	\$165 @ 170
Cloves	\$25 @ 45
Fennel Seed Oil	\$335 @ 345
Glue	\$25 @ 37
Grapes	\$10 @ 15
Ivory	\$280 @ 660
Kississ	\$11 @ 22
Olibanum	\$12 @ 22
Rosa Oil	\$60 @ 175
Saltpetre	\$10 1/2 @ 11 1/2
Sandal wood	\$28 @ 30
" Oil	\$300 @ 400
Senna Leaves	\$4
Sugar Candy	\$10 1/2
Vermilion	\$77 1/2 @ 81 1/2
Wax	\$22 @ 35

MISCELLANEOUS EXPORTS.

HANKOW, November 9th, 1904.—The prices quoted are for the net shipping weight excluding cost of packing for export:—

	Per picul.
Cowhides, best selected	Tls. 34.50
Do. seconds	30.00
Buffalo hides, best selected	20.00
Goatskins, untanned (chiefly white colour) ..	—
Buffalo Horns (average 3 lbs. each)	9.00
White China Grass (Wuchang and/or Poochi)	12.00
White China Grass (Sinshan and/or Chayu)	11.00
Green China Grass (Szechuen)	12.00
Jute	4.75
White Vegetable Tallow (Kinchow) ..	10.40
White Vegetable Tallow (Pingchow and/or Macheng)	10.25
White Vegetable Tallow (Mongyu) ..	—
Green Vegetable Tallow (Kiyu)	11.00
Animal Tallow	9.00
Gallnuts (usual shape)	18.00
Do. (Plum) do.	19.00
Black Bristles	116.00
Feathers (Grey and/or White Duck) ..	21.50
" " Wild Duck	24.90
Turneric	3.00
Sesamum Seed	4.20
Sesamum Seed Oil	7.90
Vegetable Tallow Seed Oil	7.90
Wood Oil	7.40
Tea Oil	9.00

Per *Prinzess Alice*, sailed on 9th November. For Aden:—750 bags sugar, 120 boxes cassia, 1 box silk piece goods. For Smyrna:—30 cases essential oil. For Naples:—155 half-chests tea. For Genoa:—200 boxes cassia, 200 bales waste silk, 170 bales raw silk, 1 cases effects. For Antwerp:—100 bales cassia, 2 cases cigars. For Antwerp and Hamburg:—9 bales feathers, 2 cases human hair. For Amsterdam:—24 cases teastick, 19 cases chinaware, 2 cases blackwoodware. For Rotterdam:—6 cases chinaware, 2 cases cigars. For Bremen:—281 rolls matting, 264 half-chests tea, 75 bales feathers, 31 cases private effects, 4 cases ginger. For Bremen and Hamburg:—50 cases ginger. For Hamburg:—326 bales feathers, 90 cases essential oil, 55 boxes ginger, 18 cases camphorwood trunks, 15 casks ginger, 10 cases feathers, 7 cases blackwoodware, 2 cases chinaware. For Copenhagen:—200 boxes cassia, 5 cases cigars. For London:—400 rolls matting.

AMOY CUSTOMS RETURNS.

NOVEMBER 9TH, 1904. List of the principal goods passed through the Amoy Custom House from 8th October to 4th November 4 p.m., 1904:—

IMPORTS.

GOODS.	QUANTITY
Cotton Raw, Indian	pls. —
" " Native	204
" Yarn	5,352
Shirtings, Grey	pes. 760
T-Cloths	1,602
Shirtings, White	3,603
T. Red Shirtings	509
Drills	60
Shirtings Dyed, Brocades	669
" Dyed	30
Damasks	—
Camlets	264
Lastings	28
Spanish Stripes	yds. 1,231
Lustres, Figured	—
Lead, in pigs	pls. 39
Tin, in slabs	8
Iron, Nail rod	7
Quicksilver	10

GOODS. QUANTITY

Iron, Old	553
Ironwire	48
Rice	12,651
Opium, Patna	—
" Benares	210
" Persia	97
" Malwa	4
" Szechuan	47
" Yunnan	84
Sesamum Seed	1,094
Sandalwood	38
Rattans	94
Wheat	7,188
Flour	8,522
Beancake	—
Beans and Peas	1,008
Bicho de Mar	357
Mats Tea	pcs. 19,200
Oil, Kerosine American	gals. —
" " Borneo in bulk ..	—
" " Russian	400,000
" " Sumatra	102,910
" " Bulk	74,260
Coal	tons. —
Tobacco Leaf	pls. 829
Vermicelli	612

EXPORTS

GOODS.	QUANTITY
Sugar, White	pls. 758
" Brown	14,592
" Candy	8,476
Hemp Bags	pcs. 6,000
" Sacking	12,900
Paper I Quality	pls. 1,286
" II	382
Tobacco, Prepared	462
Kittysols (umbrellas)	pcs. 5,650

SHARE REPORTS.

HONGKONG, 18th November, 1904.—With the exception of some improvement in Hongkong Banks and China Sugars our market has continued dull throughout the past week, and closes without anything of special interest to report.

BANKS.—Hongkong and Shanghai have improved to \$7.5 with sales and further buyers at the rate. London has advanced to \$7.0. Nationals are somewhat firmer with buyers at \$33 1/2.

MARINE INSURANCES.—Unions continue in demand, and are now enquired for at \$650. China Traders after sales at \$63 1/2 are on offer at \$64. North Chinas, Yangtszes, and Cantons continue in request at quotations.

FIRE INSURANCES.—Hongkongs remain quiet at \$335. Chinas continue in demand at \$90 without finding sellers.

SHIPPING.—Hongkong, Canton and Macaos have been booked at \$29 1/2. Indo-Chinas after advancing to \$131 close somewhat quieter with probable sellers at \$130. China and Manilas are procurable at \$24; and Douglasses at the reduced rate of \$34. Star Ferries are on offer at \$40 and \$30 for old and new issues respectively, and Shell Transports at 24/-.

REFINERIES.—China Sugars have again attracted the attention of operators and after sales at \$230 are now in request at \$235. Sales have been booked at \$240, \$242 and \$244 March, and at \$244 and \$246 Apr. 1. Luzons continue neglected and without change.

MINING.—No business has transpired in this section and quotations are unchanged.

DOCKS, WHARVES, AND GODOWNS.—Hongkong and Whampoa Docks are easier with small sellers at \$219. Hongkong and Kowloon Wharves remain steady with probable sellers at \$115. New Amoy Docks are reported to have been placed at \$27, and Farnhams at Tls. 185.

LANDS, HOTELS, AND BUILDINGS.—Hongkong Lands after sales at \$149 are still to be obtained at the rate. Kowloon Lands and West Points are without change. Humphreys' Estates are somewhat firmer with sales at \$13 (old) and \$5 (new). Hongkong Hotels continue in request at \$138. Shanghai Lands have declined to Tls. 118.

COTTON MILLS.—Ewos are wanted in the north at Tls. 24, and Hongkongs locally at the improved rate of \$11 1/2.

MISCELLANEOUS.—Gie'n Islands are firmer with buyers at \$32 1/2. Steam Waterboats are easier with sellers at \$21 1/2 for the old, and \$2 1/2 for the new issue. Watsons also are on offer at \$13 1/2 and \$12 1/2 for the old and new shares respectively. Electrics have been booked at \$15 old and \$9 (new), and continue in request.

MEMOS.—Hongkong Steam Waterfront Co., Ltd., ordinary yearly meeting on the 25th instant, transfer books close on the 20th to the 25th instant, inclusive. Green Island Cement Co., Ltd., extraordinary general meeting on the 26th instant. China Traders Insurance Co., Ltd., ordinary yearly meeting on the 6th December, transfer books close on the 22nd instant to the 6th proximo inclusive. A. S. Watson & Co., Ltd., Interim dividend of 50 cents per share on account of 1904 is payable at the Hongkong and Shanghai Bank on and after the 25th instant. Transfer books will be closed from the 19th to the 26th instant, both days inclusive.

Closing quotations are as follows:—

COMPANY.	PAID UP.	QUOTATIONS.
Banks—		
Hongkong & Shanghai	\$125	\$705, sales & buy.
Natl. Bank of China		L'don, £70.
A. Shares	£8	\$39½, buyers
B. Shares	£8	\$39½, buyers
Found. Shares	£1	\$10, buyers
Insurance—		
Union	\$100	\$650, buyers
China Traders	\$25	\$64, sellers
North China	25	Tls. 92½, buyers
Yangtze	\$60	\$170, buyers
Canton	\$50	\$250
Hongkong Fire	\$50	\$335
China Fire	\$20	\$90, buyers
Steamship Coys.—		
H. Canton and M.	\$15	\$291, sales
Indo-China S. N.	£10	\$130, sellers
China and Manila	\$50	\$24
Douglas Steamship	\$50	\$34, sellers
Star Ferry	\$10	\$40, sellers
Shell Transport and Trading Co.	£1	24s.
Do. pref. shares	£10	£8. 10s.
Refineries—		
China Sugar	\$100	\$235
Luzon Sugar	\$100	\$6
Mining—		
Charbonnages	Fr. 250	\$490
Raub	18, 10d.	\$6, sellers
Docks, Etc.—		
H. & W. Dock	\$50	\$219, sellers
H. & K. Wharf & G.	\$50	\$115
New Amoy Dock	\$63	\$27, sales
S. C. F. Boyd & Co.	Tls. 100	Tls. 185
Land and Building—		
Hongkong Land Inv.	\$100	\$149, sellers
Kowloon Land & B.	\$30	\$39
West Point Building	\$50	\$60, sellers
Hongkong Hotel	\$50	\$138, buyers
Humphreys Estate	\$10	\$13, sales
Shai Land Ins. Co., Ltd.	Tls. 50	Tls. 115
Cotton Mills—		
Ewo	Tls. 50	Tls. 24, buyers
International	Tls. 75	Tls. 20
Laou Kung Mow	Tls. 100	Tls. 32½
Soychee	Tls. 500	Tls. 160, sellers
Hongkong	\$10	\$11½, buyers
Companies—		
Alhambra Limited	\$200	\$100, buyers
Bell's Asbestos E. A.	12/6	\$54
Campbell, Moore & Co.	\$10	\$40, buyers
China-Borneo Co., Ltd.	\$12	\$12, buyers
China Prov. L. & M.	\$10	\$9½, sales
Dairy Farm	\$6	\$26, buyers
Geo. Fenwick & Co.	\$25	\$47, sellers
Green Island Cement	\$10	\$32½, buyers
Hongkong Electric	\$5	\$9, sales & buyers
Hongkong & C. Gas	£10	\$160, buyers
H. H. L. Tramways	\$100	\$300
Hongkong Ice	\$25	\$255
Hongkong Rope	\$50	\$140, buyers
Hk. Steam Water-Boat Co., Ltd.	\$10	\$21½, sellers
Philippine Tobacco Trust Co., Ltd.	\$10	\$9½, sellers
Shanghai and Hongkong Dyeing and Cleaning Co., Ltd.	\$50	\$50
S. C. Morning Post	\$25	\$17, buyers
Tobacco Planting Co.	\$5	\$175, buyers
China Light & Power Co., Ltd.	\$10	\$10, sellers
Steam Laundry Co.	\$5	\$7, sellers
United Asbestos	\$3	\$4, sellers
Do.	\$10	\$9½, buyers
Watkins, Ltd.	\$10	\$180
Watson & Co., A. S.	\$10	\$9½, buyers
William Powell, Ltd.	\$10	\$13½, sellers
	\$10	\$12½, sellers
	\$10	\$11, sellers

VERNON & SMYTH, Brokers.

Messrs. J. P. Bisset & Co.'s Share Report for the week ending 10th November, 1904, states:— Business was resumed in earnest after the Race holidays, on Monday, the 9th inst., nothing of any moment having been accomplished the week before. We have to record a steady market all round, with a marked improvement in the value of Maatschappij, etc., in Langkat shares. The T. T. rate on London to-day is 2/7½. Banks.—Hongkong and Shanghai Banks. There has been nothing done during the interval. Hongkong quotes \$695 sellers, and the latest London quotation is £400. Marine and Fire Insurance.—A single transaction in North-Chinas at Tls. 85 is reported. Shipping.—Indo-Chinas. There has been a transaction at Tls. 92½ for cash, but the cash and November business is very small indeed. For December, however, shares have been placed at Tls. 94, 94½, and 93½; for January 93½ and for March Tls. 96, 95, and 94½ have all been done. The market closes easy, and we do not look for much business pending the receipt of news regarding the interim dividend. Shanghai Tug and Lighter Co. shares have been for some time in strong demand, and close with buyers at Tls. 53 for Ordinary, and Tls. 49 for Preference, with no shares obtainable. Docks and Wharves.—S. C. Farnham, Boyd & Co., Ltd. As usual a good business has been done in this stock at improved rates, viz., from Tls. 176 for cash up to Tls. 180. There are no transactions reported for November, but for December 181, 182, 183, 184, and 185 have been variously recorded. The market closes fairly steady. Shanghai and Hongkong Wharves. Our market opened strong, and Tls. 172½ December was transacted on the 4th inst. On the 7th however, shares were imported from Hongkong for December delivery at Tls. 167½. We do not look for a drop just now in this stock. Mining.—There has been a good demand for Weihaiwei Golds at \$22½ cash, and 23 for December, at which rate there are buyers at the close. Lands.—Shanghai Lands have remained steady at Tls. 120. Industrial.—Cottons. Ewos have been placed at Tls. 24 for cash, there is an order in the market for April at Tls. 27. Shanghai Ice Co. There are so many sellers without any demand, that we cannot quote definitely but imagine nothing better than Tls. 18 could be got for shares. China Flour Mill shares are in very strong demand at Tls. 72½ for cash, and not a single share offering. For some considerable time these shares have been very difficult to obtain. Shanghai Paper and Pulp have been dealt in at Tls. 160 cash, 161½ November, 162½ and 165 December. Green Island Cements are quoted in Hongkong at \$32½ nominal. Maatschappij Co. in Langkat. There has been a very large demand for shares this week and rates have improved from Tls. 307½ to 317½ for November while for December 317½, 320, 321, 322½ and 325 are duly recorded. The demand has been maintained for forward delivery also, and a large business has been done for March at 330, 335, and 340, closing strong with buyers at the last rate. Shanghai Sumatras remain at Tls. 66 for cash. Stores and Hotels.—Hall and Holtz have changed hands at \$31. Central Stores. Offers are wanted for shares of all denominations. Weeks & Co. are reported at \$20. Astor House Hotels have improved to \$20½. Hotel des Colonies have sellers at Tls. 19 cash and Tls. 20 December. Miscellaneous.—Offers are wanted for Shanghai Horse Bazaars. Shanghai Mutual Telephones remain at Tls. 68. Shanghai Electric and Asbestos have sellers at \$25. China Import and Export Lumber; there are buyers in the market at current rates, viz., Tls. 100.

EXCHANGE.

FRIDAY, 11th November.

ON LONDON.—

Telegraphic Transfer	1/10½
Bank Bills, on demand	1/10½
Bank Bills, at 30 days' sight	1/10½
Bank Bills, at 4 months' sight	1/10½
Credits, at 4 months' sight	1/10½
Documentary Bills, 4 months' sight	1/11

ON PARIS.—

Bank Bills, on demand	236½
Credits 4 months' sight	240

ON GERMANY.—

On demand	192
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ON NEW YORK.—

Bank Bills, on demand	45½
Credits, 60 days' sight	46½

ON BOMBAY.—

Telegraphic Transfer	140
Bank, on demand	140½

ON CALCUTTA.—

Telegraphic Transfer	140
Bank, on demand	140½

ON SHANGHAI.—

Bank, at sight	71½
Private, 30 days' sight	72½

ON YOKOHAMA.—

On demand	92½
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ON MANILA.—

On demand—Pesos	9
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ON SINGAPORE.—

On demand	3½ p.c. p.m.
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ON BATAVIA.—

On demand	113½
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ON HAIPHONG.—

On demand	1½ p.c. p.m.
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ON SAIGON.—

On demand	1 p.c. p.m.
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ON BANGKOK.—

On demand	62
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SOVEREIGNS, Bank's Buying Rate \$10.55

GOLD LEAF, 130 fine, per taal \$55.5

GAR SILVER, per oz. 26½

TONNAGE.

HONGKONG, 18th November.—Since last report freights continue to rule steady at about previous quotations.

From Saigon to Hongkong, there is practically. No demand, and rates are about 13 cents per picul.

From Saigon to Philippines, 28 cents per picul is the quotation at which there is a light demand for small steamers.

From Newchwang to Canton, a settlement was effected at 50 cents per picul for prompt loading for shipment about 20th instant 32 cents is offered the port is expected to close owing to ice, about the 27th inst.

Bangkok to this, 28 cents outside and 34 cents inside the bar is quoted as obtainable.

There is a light demand from Wuhu to Canton at.

Coal freights remain at \$2.10 to \$2.15 according to size of ship to this, and to Singapore, \$2.15 per ton.

The following are the settlements:—

Ernie J. Ray—American barque, 919 tons, sold for \$10,000.

Belgian King—British steamer, 2,153 tons, Moji to Hongkong, \$2.15 per ton.

Amara—British steamer, 1,666 tons, Moji to Hongkong, \$2.10 per ton.

Holstein—German steamer, 1,103 tons, Moji or Kuchinotzu to Hongkong, \$2.15 per ton.

Lennox—British steamer, 2,361 tons, Moji to Hongkong, \$1.15 per ton.

An Indo-China S. N. Co.'s steamer, Hongay to Hongkong, \$2 per ton.

Lilia—British steamer, 1,309 tons, Saigon to Hongkong, 13 cents per picul.

Erwent—British steamer, 1,209 tons, Saigon to Hongkong, 13 cents per picul.

Bourbon—French steamer, 907 tons, Saigon to one port Philippines, 32 cents per picul.

Gaea—Norwegian steamer, 625 tons, Iloilo to Hongkong (sapanwood), 35 cents per picul.

Tamsui—British steamer, 919 tons, Newchwang to Canton, 50 cents per picul.

Taishan—British steamer, 1,122 tons, hence to Newchwang, \$15,000 in full.

Needles—British steamer, 2,096 tons, monthly, 3½ months, 6½ per gross register ton.

Melita—French steamer, 200 tons, monthly, 3 months, at \$3,000 per month.

Spir—Norwegian steamer, 865 tons, monthly, 4 months, at \$6,000 per month.

Eiger—Norwegian steamer, 850 tons, monthly, 12 months, at \$6,200 per month.

Nigretia—British steamer, 1,530 tons, monthly, 2 months, private terms.

FREIGHTS.

From Hankow per Conference Steamers.—To London and Northern Continental ports (via Shanghai):—46/- plus River Freight. To Genoa, Marseilles or Havre (via Shanghai):—Tea and General Cargo 41/6 plus River Freight. To New York (overland):—Tea 38½ cents per lb. gross plus River Freight. To New York (via Suez):—Tea and General Cargo 35/- per ton. To Shanghai:—Tea and General Cargo, Taels 1.80 per ton weight or measurement.

SHIPPING.

ARRIVALS AND DEPARTURES SINCE LAST MAIL.

November—ARRIVALS.

- 10, Shaohsing, British str., from Manila.
- 11, Candia, British str., from Antwerp.
- 11, Diomed, British str., from Liverpool.
- 11, Fausang, British str., from Nagasaki.
- 11, Glenogle, British str., from Singapore.
- 11, Mathilde, German str., from Swatow.
- 11, Pentakota, British str., from Rangoon.
- 11, St. Egbert, British str., from Philadelphia.
- 11, Shansi, British str., from Pekalongan.
- 11, Taming, British str., from Manila.
- 11, Thatis, British cruiser, from Weihaiwei.
- 12, C. Diederichsen, Ger. str., from Haiphong.
- 12, Choysang, British str., from Shanghai.
- 12, Devawongse, German str., from Bangkok.
- 12, Hailoong, British str., from Tamsui.
- 12, Hanoi, French str., from Haiphong.
- 12, Kish, British str., from New York.
- 12, Meefoo, Chinese str., from Shanghai.
- 12, Onda, British str., from Rangoon.
- 12, Phoenix, British sloop, from Shanghai.
- 12, Providence, Norwegian str., from Anping.
- 12, Rainbow, U.S. cruiser, from Manila.
- 12, Taksang, British str., from Chinkiang.
- 13, Emma Luyken, Ger. str., from Manila.
- 13, Empire, British str., from Kobe.
- 13, Haitan, British str., from Coast Ports.
- 13, Hue, French str., from Haiphong.
- 13, Kowloon, German str., from Chinkiang.
- 13, Kwangtsh, Chinese str., from Canton.
- 13, Loosok, German str., from Bangkok.
- 13, Lothian, British str., from Port Natal.
- 13, Senegambia, German str., from Hamburg.
- 13, Slavonia, German str., from Shanghai.
- 13, Woosung, British str., from Canton.
- 14, Arabia, German str., from Portland.
- 14, Carl Menzell, Ger. str., from N'chwang.
- 14, C. Apcar, British str., from Calcutta.
- 14, Chowtai, German str., from Bangkok.
- 14, Foochow, British str., from Wuhu.
- 14, Johanne, German str., from Hoihow.
- 14, Loongsang, British str., from Manila.
- 14, Pronto, Norwegian str., from Newchwang.
- 14, Rubi, British str., from Manila.
- 14, Taiwan, British str., from Shanghai.
- 14, Tainan, British str., from Kobe.
- 14, Tyr, Norwegian str., from Hongay.
- 15, Chiyuen, Chinese str., from Shanghai.
- 15, Chowfa, German str., from Bangkok.
- 15, Mazagon, British str., from Moji.
- 15, Mongolia, Amr. str., from San Francisco.
- 15, Prinz Heinrich, Ger. str., from Yokohama.
- 15, Tingsung, British str., from Wuhu.
- 15, Tourane, French str., from Marseilles.
- 16, Apenrade, German str., from Haiphong.
- 16, Chingwo, British str., from Moji.
- 16, Furst Bismarck, Ger. cr., from Woosung.
- 16, Haimun, British str., from Coast Ports.
- 16, Meefoo, Chinese str., from Canton.
- 16, Nanshan, British str., from Moji.
- 17, America Maru, Jap. str., from S. Francisco.
- 17, An Pho, British str., from Saigon.
- 17, Chusan, British str., from Yokohama.
- 17, Frithjof, Norwegian str., from Tamsui.
- 17, Helena, U.S. gunboat, from Canton.
- 17, Ningpo, British str., from Wuhu.
- 17, Taiwan, British str., from Canton.
- 17, Waterwitch, British str., from Shantung.

November—DEPARTURES.

- 10, Feiching, Chinese str., for Shanghai.
- 10, Pekin, British str., for Yokohama.
- 11, Lanshan, German str., for Kiautschou.
- 11, Legaspi, American str., for Manila.
- 11, Manila, British str., for London.
- 11, Rinaldo, British sloop, for Singapore.
- 11, Yuensang, British str., for Manila.
- 12, Diomed, British str., for Shanghai.
- 12, Falladon Hall, British str., for Bangkok.
- 12, Glenturret, British str., for Shanghai.
- 12, Hansa, German cruiser, for Shanghai.
- 12, Indravelli, British str., for Shanghai.
- 12, Ischia, Italian str., for Bombay.
- 12, Machaon, British str., for London.
- 12, Phuyen, French str., for Saigon.
- 12, Shaohsing, British str., for Shanghai.
- 12, Siberia, American str., for San Francisco.
- 12, Taishan, British str., for Newchwang.
- 12, Tjimahi, Dutch str., for Moji.
- 12, Wosang, British str., for Hongay.
- 12, Zafiro, British str., for Manila.
- 13, Borneo, German str., for Sandakan.
- 13, Halaban, Dutch str., for Palembang.
- 13, J. Diederichsen, Ger. str., for Hoihow.
- 13, Keongwai, German str., for Bangkok.

- 13, Mathilde, German str., for Quinhon.
- 13, Meefoo, Chinese str., for Canton.
- 13, Onda, British str., for Yokohama.
- 13, Taksang, British str., for Canton.
- 13, Yochow, British str., for Shanghai.
- 14, Choysang, British str., for Canton.
- 14, Foochow, British str., for Canton.
- 14, Glenogle, British str., for Rangoon.
- 14, Kowloon, German str., for Canton.
- 14, Salfordia, British str., for Astoria, U.S.A.
- 15, Attaka, British str., for Swatow.
- 15, Candia, British str., for Shanghai.
- 15, Carl Diederichsen, Ger. str., for Hoihow.
- 15, Carl Menzell, German str., for Canton.
- 15, E. B. Sulton, American str., for New York.
- 15, Emma Luyken, German str., for Saigon.
- 15, Haitan, British str., for Coast Ports.
- 15, Halaban, Dutch str., for Foochow.
- 15, Heleua, U.S. gunboat, for Canton.
- 15, Johanne, German str., for Deli.
- 15, Kwangtsh, Chinese str., for Shanghai.
- 15, Loongmoon, German str., for Shanghai.
- 15, Pentakota, British str., for Amoy.
- 15, Poschan, German str., for Astoria, U.S.A.
- 15, Taiwan, British str., for Canton.
- 15, Taming, British str., for Manila.
- 15, Tingsang, British str., for Canton.
- 15, Tourane, French str., for Shanghai, &c.
- 15, Woosung, British str., for Shanghai.
- 16, D. u. Portuguese gunboat, for Macao.
- 16, Empire, British str., for Australia.
- 16, Emps. of India, British str., for Vancouver.
- 16, Hue, French str., for Haiphong.
- 16, Kinkiang, British str., for Shanghai.
- 16, Laertes, British str., for Saigon.
- 16, Laiang, British str., for Calcutta.
- 16, M. Rickmers, German str., for Bangkok.
- 16, Prinz Heinrich, German str., for Europe.
- 16, Providence, Norwegian str., for Anping.
- 16, Sen gambia, German str., for Shanghai.
- 16, Shansi, British str., for Shanghai.
- 16, Slavonia, German str., for Hamburg.
- 17, Ardenderg, British str., for Moji.
- 17, Ascot, British str., for Kobe.
- 17, Crusader, British str., for Moji.
- 17, Kish, British str., for Shanghai.
- 17, Ningpo, British str., for Canton.
- 17, Su oom, British str., for Calcutta.
- 17, Tainan, British str., for Australia.

PASSENGER LIST.

ARRIVED.

- Per *Hailoong*, from Tamsui, &c., Mr. and Mrs. Ramédios, Messrs. Best and Rankin.
- Per *Haitan*, from Coast Ports, Messrs. W. Armstrong and F. Perry, Mrs. O'Sullivan.
- Per *Empire*, from Kobe, Mrs. Woodley and 2 children, Mrs. Keynell and 2 children, Mr. H. L. Walters, Lord Anson, Viscount Lewisham, Hon. Col. Coke, Mr. and Mrs. J. T. Wilshe, Dr. McGregor, Miss Barnes, Messrs. A. R. Weigall, T. Thomson, Mr., Mrs. and Miss Withy.
- Per *Taiwan*, from Shanghai, Messrs. H. H. Fowler, F. Glass, Elli, and Pilgrim.
- Per *Tainan*, from Kobe, &c., Mr. and Mrs. Lochead and child, Dr. and Mrs. King, and Mrs. Hayward.
- Per *Catherine Apcar*, from Calcutta, &c., Miss R. Fabris, Capt. F. G. Davies, Messrs. A. J. M. Wittingham and Augusto Pirovano.
- Per *Rubi*, from Manila, Capt. W. C. Babcock, U.S.A., Mrs. Hyndman and child, Messrs. S. D. Martinez, J. H. Chandler, Mrs. W. C. Babcock, Messrs. J. M. F. Cavalho, Turnbull, B. H. Macke, Sy Uya, and T. M. Nicol.
- Per *Prinz Heinrich*, for Hongkong, from Yokohama, Messrs. L. Montague, Ch. G. Baird, J. E. Bowron; from Shanghai, Mr. and Mrs. J. H. Greyson, Mrs. Jameson and child, Mrs. Julian, Mrs. A. Le Mond, Mrs. G. E. Mitchell and children, Mrs. E. Tutelmann, Miss Florence Rice, Miss Vanda Lahner, Messrs. P. M. Dewar, J. Ribeiro, J. Watt Jameson, G. Ackermann, A. V. da Silva, Estaban Pingdengolas, D. Templeton, Anderson, M. Schwartz, S. K. Gordon, John J. Inokay, L. A. Lubeck, W. E. Kent, C. R. Shaw, Otto Wirth, R. M. E. Daglesh, Robt. Law, Isodore Klepper and C. F. Nicolay.
- Per *Tourane*, from Hongkong, from Marseilles, Messrs. Gillet, Fritzsche, d'Oliveira, and Jose Angle, Mr., Mrs. and Miss Pined and two governess, Mr. and Mrs. Baille; from Colombo, Mr. Viateur; from Saigon, Mrs. Harvie Tabor, Messrs. Hosking and Lemanne; for Shanghai,

from Marseilles, Mrs. Grosjean, Messrs. Harvie, Bouchard, Bernard, Chaumell, Girard, Balli, Vandrmme, Tristram, Mr. and Mrs. Marie, Miss Vial, Mrs. Laplanche, Messrs. Servanio, Ruffio, Bauthian, Reboul, Lachenal, and Dupuis; from Colombo, Mrs. Agathe, Mrs. Michel, Mr. and Mrs. Baker; from Singapore, Mrs. Signa, Miss Kremensky, Miss Wagner, and Mr. Alsberghe; from Saigon, Messrs. Colmer and Le Baulleonech; for Kobe, from Singapore, Mr. Fritz; for Yokohama, from Marseilles, Mr. and Mrs. de Visser, Mrs. Murxour, Mr. and Mrs. Theis; from Saigon, Mr. Nakagawa.

Per *Mongolia*, from San Francisco, Mrs. Wm. Ashmore, Jr., Mr. Frank P. Bolles, Mrs. J. W. Bolles, Miss Bolles, Miss Mary Goodrich, Mrs. E. B. Drew, Mr. E. T. Frease, Mrs. and Miss Frease, Mr. S. H. Gray, Miss Mabel McLean, Mrs. Vera de Noie, Mr. David Parks, Mrs. Parks, Master Parks, Mr. C. A. Tomes, Misses M. F. Weld and E. E. Stubbs, and Mr. A. S. Williams; from Yokohama, Rev. J. M. Daumer, Messrs. A. C. Voules, S. Spire, and W. Imel; from Kobe, Messrs. E. Howell and C. M. Cole; from Nagasaki, Mr. Hugh White; from Manila, Mr. A. P. Bottenheim, Lieut. C. O. Thomas, Mrs. Thomas, Messrs. R. D. Goodwin, J. W. Bolles, Mrs. H. Stanley, Messrs. H. D. C. Jones, D. Turnbull, Mrs. A. W. Kimball, Mrs. Oscar Schutze, Mrs. M. Butler, Mrs. N. E. Pickett, Dr. J. A. O'Neill, Mrs. O'Neill, Miss F. O'Neill, Messrs. J. L. Yost, and Z. W. Dodge.

Per *Chiyuen*, from Shanghai, Messrs. Molon and Froggart, Mrs. Whitelaw, and Mrs. Sinclair.

Per *Haimun*, from Foochow, &c., Mr. and Mrs. Macgregor Forbes, Mr. J. M. Taft.

Per *America Maru*, from San Francisco, Miss Ada Delaney, Mr. A. H. Warnecke, Mrs. Warnecke and infant, Mrs. D. J. Blake, and Mr. C. J. Halsey; from Yokohama, Mr. Louis Eppinger; from Shanghai, Mr. W. Isman, Lieut. J. S. McClary, Capt. and Mrs. S. D. Rockenbach, Mrs. Kennon, Mrs. Colston, Messrs. R. W. Borthwick and A. Aurbhammer.

DEPARTED.

Per *Zafiro*, from Hongkong, for Manila, Mrs. V. Arriola, Mrs. Bell, Miss Hones, Master J. Moreno, Messrs. E. de los Santos, A. Conde, Harry Lenz, S. Lenz, G. Schwerdt, Mariano Moreno Ramirez, Juan Simulong, Vicente Singson, C. Alkan, C. F. Pfeifferlis, Hugh Kerkhope, Farias, Baldomers Rosas, Juan Pimental and Patten Lee.

Per *Siberia*, for San Francisco, Mrs. L. C. Logan, Miss E. and G. Logan, Mrs. M. F. Sheppard, Miss G. Gladwin, Messrs. H. E. Morrill, E. E. Christensen, Lieut. Col. Lauchheimer, U.S.M.C., H. A. Mitchell, G. J. Altman, Mr. Thos. Jones, Mrs. J. M. Schmitz, Master Schmitz, Messrs. W. Goske, J. Smith, P. Elholm, and A. Haglund.

Per *Tourane*, for Shanghai, Mrs. Leonida Kerr, Messrs. Rudolphe Schmid and P. Komor, Miss M. Mayer, Mr. E. Girault, and Mrs. L. J. Gutierrez and child, Miss F. A. Viotal, Mr. L. Lazar, Miss Anna Acher, and Mr. André Auguste; for Yokohama, Mr. Basili Andalaft.

Per *Prinz Heinrich*, for Bremen, Mr. Henry Albers, Mr. and Mrs. Beckmann, Mr. Bossu, Mrs. J. Bunting, Mr. J. Bunting, jr., Mr. and Mrs. Carter, Mr. H. W. Cave, Misses Clifton and Dwyer, Mr. R. Ehlers, Mr. and Mrs. Huidekoffa and child, Messrs. Johnson and D. A. McKay, Capt. Kumpel, Dr. Lax, Mr. Lagarrigue, Mrs. Larsen, Mr. Leonard, Mr. and Mrs. J. G. MacLaggart, Mr. and Mrs. Montant, Messrs. S. Newhouse, Oldershow, Perin, Ross, and Reimann, Mr. and Mrs. Samuelsen, Mr. Franz Schütte, Miss Simpson, Mrs. Smith, Mr. A. Tanaka, Capt. and Mrs. L. Thorson, Mr. and Mrs. H. Winkelmann.

Per *Empress of India*, for Vancouver, &c., Lieut. B. E. Morgan, Mr. and Mrs. Jas. Keys, Messrs. W. J. Wright, R. L. Elliott, and Messrs. W. J. Wright, Lieut. J. H. Smith, Mr. T. E. Griffith, Capt. G. F. Morris, Messrs. A. H. Cunningham and M. N. Jobhi, Misses R. and M. Souza, Messrs. Saturne, H. Shorman, W. Harper, Miss Uyano, Mr. and Mrs. T. H. Grunson, Mrs. Toysoyama, and Mr. H. Richard.

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